

Falkland Islands

AND DEPENDENCIES

1970 and 1971

LONDON
HER MAJESTY'S STATIONERY OFFICE
53p net



22501406957

FOREIGN AND COMMONWEALTH OFFICE

FALKLAND ISLANDS AND DEPENDENCIES

Report for the years
1970 and 1971

LONDON
HER MAJESTY'S STATIONERY OFFICE
1973

© Crown copyright 1973

WELLCOME INSTITUTE	
Doc	
Coll	
Ref	
	Ann Rep
	WA28
	• GF3
	G78
	1970-71

SBN 11 580136 7

CONTENTS

The Falkland Islands

PART I

General Review of 1970 and 1971	1
---------------------------------	---

PART II

<i>Chapter</i> 1	Population	5
2	Occupations, Wages and Labour Organisation	5
3	Public Finance and Taxation	9
4	Currency and Banking	16
5	Commerce	16
6	Production	19
7	Social Services	19
8	Legislation	27
9	Justice, Police and Prisons	28
10	Public Utilities and Public Works	31
11	Communications	32
12	Press, Broadcasting and Films	35
13	Local Forces	36
14	Radio and Space Research Station	37
15	Meteorological Services	37

PART III

<i>Chapter</i> 1	Geography	39
2	History	47
3	Administration	54
4	Weights and Measures	55
5	Reading List	55
<i>Appendix:</i>	Governor, Executive and Legislative Councils, Clerk of Councils	59

CONTENTS—*continued*

The Dependencies

PART I

General Review of 1970 and 1971	. . .	60
---------------------------------	-------	----

PART II

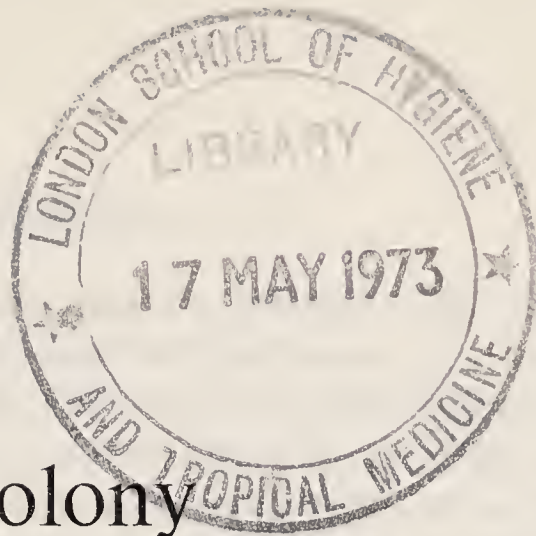
<i>Chapter</i>	1	Population	. . . . .	61
	2	Occupations and Wages	. . . . .	61
	3	Public Finance and Taxation	. . . . .	61
	4	Currency and Banking	. . . . .	62
	5	Commerce	. . . . .	62
	6	Production	. . . . .	62
	7	Social Services	. . . . .	62
	8	Legislation	. . . . .	63
	9	Justice	. . . . .	64
	10	Public Utilities	. . . . .	64
	11	Communications and Transport	. . . . .	64
	12	Meteorological Services	. . . . .	65

PART III

<i>Chapter</i>	1	Geography	. . . . .	66
	2	History	. . . . .	67
	3	Administration	. . . . .	68
	4	Weights and Measures	. . . . .	68
	5	Reading List	. . . . .	68

Maps at end

- 1 The Falkland Islands
- 2 The Falkland Islands, South Georgia, the South Sandwich Islands and the British Antarctic Territory



The Colony

PART I

General Review of 1970 and 1971

THE period under review was a notable one in that it saw a major advance in the Colony's relations with the Argentine and a switch in the pattern of external communications. The original idea of talks about communications was contained in parallel letters sent by the Permanent Representatives of the British and Argentine Governments at the United Nations to the Secretary General in November 1969. After this, good progress was made on the diplomatic front and the first round of talks at official level between the two Governments took place in London in July 1970; in addition to the Colonial Secretary two elected Members of the Executive Council were included in the British delegation. The results of the talks were not spectacular but good ground work was done on the practical ways by which links could be established between the Islands and the Argentine mainland and it was further agreed to have a round of talks in Buenos Aires in 1971.

At the London talks the Argentine representatives had offered evacuation and medical facilities in emergency cases and in February 1971 at the request of the Governor, conveyed through the British Embassy in Buenos Aires, a dramatic mercy flight was carried out by the Argentine Air Force in an amphibian Albatross plane in order to pick up a seriously ill patient from Stanley. This was the beginning of renewed contacts which were soon to become routine.

Publication of the proceedings of the London round was approved by both Governments in April 1971, thus allowing Islanders to hear in detail what had happened. Lengthy debate followed throughout the Colony and concern was expressed about such matters as sovereignty and the suggestion that the Islanders, for the purpose of travel within the Argentine, should be issued with a travel document instead of a passport. In addition a powerful factor in concentrating local opinion was the announcement by the Falkland Islands Company that it proposed to withdraw the mail boat "*Darwin*" from the Stanley/Montevideo run at the end of 1971; as this was the only

regular link with the outside world, everyone appreciated that the colony was faced with a new situation. Furthermore the general economic malaise following the catastrophic drop in the price of wool made many people realise that possibly a fresh approach was needed if the colony was to emerge from its difficulties.

In June 1971 a mission led by Mr David Scott, C.M.G., Assistant Under Secretary of State in the Foreign and Commonwealth Office, visited the Islands. The objectives of the mission were to reassure the Islanders about H.M.G.'s intentions and to gain their confidence before going on, in company with the Colony's delegates, to the second round of talks scheduled to be held in Buenos Aires later in the same month. The Mission was a success and the Islanders looked forward with quiet confidence to the results of the talks in Buenos Aires.

This confidence was justified and the Buenos Aires round of talks established what could be achieved providing there is good will on both sides. After ten days of hard negotiations two documents were initialled on 1st July and subsequently approved by both Governments. These were, firstly, a draft Exchange of Notes, which is in the form of a legally binding international agreement, and ensures that the measures on communications set out in the other document should be without prejudice to British sovereignty over the Falkland Islands or to the Argentines' claim. Secondly, a Joint Statement recommending a series of practical measures to encourage travel between the Islands and the Argentine. These measures included provision of an air service by the Argentine Government and the provision of a shipping service by H.M.G. Also, pending the construction of an airfield by H.M.G. at Stanley, the Argentine Government were as an interim measure to provide an air service using amphibian Albatross craft, mainly for the carriage of first class air mail, urgent medical cases and for a few priority passengers.

The Exchange of Notes was signed on 5th August 1971 and entered into force on the same date. The Joint Statement was approved also on the same date.

The test of all international agreements and arrangements is how they work out in practice and as far as those reached at Buenos Aires are concerned they must be regarded as a success, possibly pointing the way to other countries with similar conflicting positions.

Of great assistance in preparing the ground for the Buenos Aires round of talks was the investigation by a delegation from the Islands of the facilities available at Patagonian ports and a transportation study carried out by the management consultants, Messrs. Peat Marwick Mitchell, in early 1971; the latter made it clear that the most economic solution to the Island's problems would be an external

passenger service by air (preferably to the Argentine if political considerations allowed) and a freight service by sea.

In 1970 a five-man specialist agricultural team, which had visited the Colony under Technical Assistance arrangements, left after a stay of some six months during which the team examined farming methods followed in the Islands, animal health etc. and gathered material on which to base a report and recommendations regarding the future agricultural pattern for the Colony. To combat the increasing incidence of hydatid disease a committee was established to advise on the necessary steps to be taken. An anti-hydatid campaign was mounted and the compulsory dosing of all dogs with Scoloban was introduced.

An event that gave considerable publicity to the Islands in 1970 was the salvage of the *S.S. Great Britain* and her return to her home port of Bristol. The ship was formally handed over by Sir Cosmo Haskard to the "Great Britain Project" Committee and left the Islands' waters after a sojourn of some 84 years.

With improved communications in the offing it is anticipated that the number of tourists to the Islands will increase and a Tourist Board was established to advise on improvements to facilities for visitors, both in Stanley and in the country districts known locally as "the Camp". Discussions continued with Alginate Industries Ltd. about the agreement to be signed covering the exploitation of the kelp resources in the waters of the Colony, and in the meantime the Company established a pilot plant to ascertain the best ways of processing the local product.

The Legislative Council was dissolved on 13th September 1971 and fresh elections were held during the period 30th November to 4th December 1971. Mr L. G. Blake was returned unopposed as representative for the West Falkland and Mr A. B. Monk won the election for the East Falkland. In Stanley four candidates stood for the two seats, Mr S. Miller and Mr W. E. Bowles being elected.

A most welcome and happy occasion in November 1971 was the visit by a delegation of the United Kingdom Branch of the Commonwealth Parliamentary Association. The delegation consisting of Mr Bernard Conlan, M.P., and Mr Richard Luce, M.P., stayed in the Islands for over a week and, in addition to meeting many people in Stanley, made several tours to the Camp. The visit by the delegation was a great success and served a most valuable purpose in strengthening the links with the Association in London and in ensuring that there are now additional Members at Westminster who can represent the Islands' interests with greater authority.

Following the round of talks in Buenos Aires, in July 1971 a delegation from the Argentine Ministry of Foreign Affairs, headed by

Señor Carlos Louge and Colonel Balcarce, visited the Islands on a familiarisation visit. Accompanying the delegation were several representatives from the Argentine Air Force who investigated the facilities available in Stanley for the reception of the amphibian aircraft.

In August 1971 the Islands welcomed a technical mission headed by Group Captain Melrose, Air Attache to the British Embassy in Buenos Aires, and Vice Comodoro Degan Lob of the Argentine Air Force; the mission had been formed to study some of the problems involved in the introduction of the interim air service by amphibian craft and to investigate whether it would be possible to find a site for the construction of a temporary air field to take land planes. At the same time arrived Lieutenant Colonel Wheatley of the Royal Engineers, whose main task was to carry out a study of the problems involved in the construction of the permanent air field at Cape Pembroke. A detailed feasibility survey of the Cape Pembroke site was subsequently carried out by the consulting engineers, Messrs. Rendel Palmer and Tritton.

The Royal Research ships continued to visit Stanley on their way to and from the Antarctic and in February 1971, on a gloriously fine summer's evening, it was a great occasion when the R.R.S. *Bransfield*, dressed over all, steamed through the Narrows for the first time and showed off her paces in Stanley Harbour. The R.R.S. *Bransfield's* subsequent performance in Antarctic waters has proved that, in addition to being a most attractive looking ship, she is fully capable of carrying out her difficult tasks in the ice.

The H.M.S. *Endurance*, the Royal Navy's ice patrol vessel, made several visits during the seasons and also was responsible for carrying His Excellency the Governor and his wife on the very successful tours of the Camp settlements.

Among other important visitors were Sir Michael Hadow, British Ambassador to the Argentine; Sir Vivian Fuchs, director of the British Antarctic Survey; General Sir Gerald Lathbury; and the Venerable J. Gould, Archdeacon of the River Plate Republics.

In 1970 the Colony celebrated the centenary of the consecration of Bishop W. H. Stirling as the first Bishop of the Falkland Islands with a service in Christ Church Cathedral and the issue of a special set of postage stamps. Towards the end of 1970 Sir Cosmo Haskard, K.C.M.G., M.B.E. retired as Governor and Commander-in-Chief of the Colony and Dependencies and Mr. E. G. Lewis O.B.E. was appointed to succeed him.

PART II

Chapter 1: Population

THE census of the Colony taken in 1962 revealed a total population of 2,172 made up as follows:

	<i>Males</i>	<i>Females</i>	<i>Total</i>
Stanley	520	554	1,074
Other districts, East Falkland	360	237	597
West Falkland	277	183	460
Shipping	38	3	41
	<hr/> 1,195 <hr/>	<hr/> 977 <hr/>	<hr/> 2,172 <hr/>

The estimated population at 31st December 1971 was 2,020 of whom 1,093 were males and 927 females, giving a density of approximately one person to every two square miles. About half the inhabitants live in the capital, Stanley, and the remainder are more or less equally divided between the sheep farming settlements on the East and West Falklands. The population is almost wholly of British origin.

Births, marriages and deaths were:

	<i>1970</i>	<i>1971</i>
Births	34	38
Marriages	15	21
Deaths	15	20

Chapter 2: Occupations, Wages and Labour Organisation

EMPLOYMENT

THE whole area of the Islands outside the limits of Stanley, commonly known as "the Camp" is given over to sheep farming and almost half the male population is employed in this industry. In Stanley the Government and the Falkland Islands Company are the major employers of labour. Both in Stanley and the Camp there is a tendency to shortage of labour, and it is necessary to recruit labour from overseas to supplement the local force. There is no unemployment.

WAGES AND CONDITIONS OF EMPLOYMENT

Stanley

At the end of 1971 wages were being paid at the following rates:

Unskilled labourers	£12.56 per week
Skilled labourers	£13.14–£14.62 per week
Artisans	£15.21 per week

A five-and-a-half day week of 45 hours was worked. Time and a half was paid for overtime, with double time for work on Sundays and public holidays. Hourly paid workers were granted a fully paid holiday of 96 hours annually. There was no night work except in essential services.

The Camp

Outside Stanley general labourers at the end of the period under review were receiving £39.02 per month and foremen were paid a minimum monthly wage of £51.97. Shepherds living in the settlements earned £46.85 per month, while those living outside the settlements received an additional £2.97. In addition, labourers and shepherds received free quarters, fuel, meat and milk. Extra bonuses were paid for shearing, while labourers and shepherds were able to add to their earnings by contract work such as fencing and peat cutting. An average of 45 hours weekly was worked, with Saturday afternoons and Sundays as rest days. Employees in the Camp received an annual holiday entitlement on pay amounting to fifteen working days.

COST OF LIVING

Mutton is the staple diet: it is delivered to houses in Stanley twice weekly and is supplied regularly to farm employees, although on farms beef is usually available during the winter months. Beef deliveries to Stanley are infrequent. The wild upland goose offers a welcome change of diet and can be eaten at all seasons. Falkland Islands smelt and mullet are popular and can be caught without undue difficulty, particularly at specially constructed fish weirs. Supplies of other fish, poultry and pork are irregular but can be obtained from time to time from frozen food dealers. Poultry thrive but imported chicken food is expensive. Potatoes, turnips, carrots, parsnips, radish, lettuce, cabbage, cauliflower and peas are easily grown and a variety of other vegetables often raised. The majority of householders have their own gardens as there is little opportunity to buy fresh locally-grown vegetables. Falkland Islands root crops are particularly palatable. Tomatoes and cucumbers are cultivated under glass. Gooseberries, raspberries, currants, strawberries and rhubarb

grow well out of doors. Citrus fruit, bananas and occasionally other fruit are obtainable from South America.

There is one hotel in Stanley where rooms with full board can be obtained at £3.50 per day, and bed and breakfast at £2 per day. Several householders take in paying guests from £1 to £1.50 per day. Rents for furnished houses vary from £7 to £17.50 per month. Unfurnished houses are obtainable from £5 to £13 per month. The Government normally provides houses with basic furniture for its overseas officials at rents ranging from £5 to £17.50 per month according to the condition of the property and the number of rooms available. A general housing shortage make it difficult to find suitable property to rent and freehold property is relatively expensive to buy.

The following table shows the approximate prices of the more important commodities prevailing at 31st December 1971 as compared with two years previously:

	Unit	1969	1971
Bread	2 lb. loaf	10p	11p
Butter (imported)	lb.	26½p	32p
Margarine	lb.	10½p	16p
Coffee	lb.	52½p	53p
Tea	lb.	27½p to 51p	49p
Eggs	dozen	30p	32p
Flour	lb.	4½p	5p
Meat:			
Mutton	lb.	3½p	4p
Beef	lb.	2½p to 3½p	4p
Bacon	lb.	37½p	35p
Ham	lb.	47½p	60p
Milk	pint	4p	4½p
Jam	2 lb. tin	23½p	26p
Sugar	lb.	4p	5p
Vegetables:			
Onions (imported)	lb.	6p	6½p
Potatoes (imported)	lb.	4p	5p
Dried Fruit:			
Sultanas	lb.	13½p	15p
Currants	lb.	12p	15p
Raisins	lb.	11p	16p
Porridge Oats	lb.	8½p to 11p	8½p to 11p
Cereals	packet	11p to 23½p	9½p to 26p
Cigarettes	20	10½p	12p
Tobacco	lb.	£1.11	£2.56
Alcohol:			
Whisky	bottle	£1.90	£2
Gin	bottle	£1.69½	£1.94
Brandy	bottle	£1.84 to £2.15	£2.15 to £2.25
Beer	doz small bottles	90p to £1	84p to £1.14

	<i>Unit</i>	<i>1969</i>	<i>1971</i>
Paraffin	gall.	33½p	13p
Petrol	gall.	34½p	25p
Electricity	unit	2p	2p

Good quality English clothing can be purchased at prices generally comparable to those ruling in the United Kingdom.

Furniture, household appliances and hardware are all imported, generally from the United Kingdom, and as a result of freight and transshipping expenses are proportionately higher in cost than similar articles in the United Kingdom. Because there is no purchase tax and customs duties only apply to alcohol, tobacco and matches, imported luxury items are often obtainable at prices below those ruling in Britain. There is one consumer co-operative society, formed in 1952, which imports groceries, clothing, footwear and household goods.

British motor vehicles are imported and offered at prices similar to those in the United Kingdom, the comparatively high freight charges being largely offset by the absence of import duties and purchase tax. At the end of 1971 there were 1,023 motor vehicles of all types registered in the Colony.

The only fuel produced locally is peat and this is the main source of heating on all the farms and in most buildings in Stanley. Many townspeople cut and rickle their own peat but the expense of transporting it from the peat banks has risen steadily. According to the size of a house and the number of rooms heated, a year's supply averages from 12 to 20 lorry loads of peat, each load being approximately 12 cubic yards.

In the Camp peat is cut by paid labour as a routine task but in Stanley it has become increasingly difficult to attract men to undertake this employment and the heating systems of a number of larger buildings have been converted to oil firing.

LABOUR RELATIONS

There is no Labour Department in the Colony. The Falkland Islands General Employees' Union with some 500 members is the only trade union in the Islands. The Union extends its interest throughout the Colony and meets annually with the Sheepowners' Association and employers in Stanley to review the wages and conditions of service for most workers. Labour relations were good.

SAFETY, HEALTH AND WELFARE

There are no factories in the Colony and no industries other than sheep farming. The Workmen's Compensation Ordinance provides

for the payment of compensation to persons employed in all forms of manual occupation. Legislation enacted in 1966 and 1967 lays down conditions for the employment of women, children and young persons.

There is no statutory provision for the payment of unemployment benefits.

INDUSTRIAL TRAINING

Apprentices are indentured in the building trade, wireless telegraphy, mechanical and electrical services.

An Apprenticeship Board was constituted in 1955 for the purpose of standardising the forms of indenture and to advise on pay, working conditions and training. If the need arises the Board can act as arbiter in disputes and concern itself with the welfare of apprentices.

Chapter 3: Public Finance and Taxation

REVENUE and expenditure during the three financial years from 1968-69 to 1970-71 were as follows:

			<i>Revenue</i>		<i>Expenditure</i>	
			<i>Ordinary</i>	<i>Total</i>	<i>Ordinary</i>	<i>Total</i>
			£	£	£	£
1968-69	.	.	407,361	477,297	464,933	537,141
1969-70	.	.	394,980	473,507	463,687	543,410
1970-71	.	.	519,688	605,638	498,222	591,956

The main heads of revenue and expenditure were as follows:

<i>Revenue</i>				<i>1968-69</i>	<i>1969-70</i>	<i>1970-71</i>
				£	£	£
Customs	.	.	.	45,500	49,556	45,493
Electricity	.	.	.	41,840	40,840	42,838
Investment	.	.	.	36,566	37,522	156,240
Internal Revenue	.	.	.	96,381	143,114	130,441
Posts and Telecommunications	.	.	.	105,642	52,399	80,421

<i>Expenditure</i>				£	£	£
The Governor	.	.	.	10,771	10,784	9,959
Aviation	.	.	.	21,920	26,422	29,519
Customs and Harbour	.	.	.	16,281	20,071	18,297
Education	.	.	.	58,019	61,124	61,125
Medical	.	.	.	54,986	54,101	55,580
Miscellaneous	.	.	.	23,964	6,457	8,786
Pensions and Gratuities	.	.	.	17,630	16,891	15,930
Police and Prisons	.	.	.	7,469	8,510	8,852
Posts and Telecommunications	.	.	.	56,443	48,698	53,424

*Falkland Islands**Expenditure—continued*

	£	£	£
Power and Electrical . . .	27,293	26,816	25,614
Public Works . . .	21,587	25,118	23,871
Public Works Recurrent . .	41,952	35,426	35,691
Secretariat, Treasury and Central Store	31,184	40,621	47,403
Shipping Subsidy and Overseas			
Passages	47,298	50,933	71,896
Social Welfare	13,535	15,588	16,766
Development Expenditure including			
Development Aid	21,208	45,723	59,733-73

Statements of assets and liabilities at 30th June 1968 and 30th June 1969 are shown on the following pages.

There is no public debt.

<i>Head</i>	<i>Scheme No.</i>	<i>1969-70</i>		<i>1970-71</i>		<i>Total expenditure for 1969-70 and 1970-71</i>	
		<i>Colony Expenditure</i>	<i>C.D. and W. Expenditure</i>	<i>Colony Expenditure</i>	<i>C.D. and W. Expenditure</i>	<i>Colony</i>	<i>C.D. and W.</i>
		£	£	£	£	£	£
Stanley Roads	D6805 and A D6891 and D7053	5,988	17,951	142	566	6,130	18,517
Printing Machine	D7091 and A	43	567	—	—	43	567
Modernisation of Schools Phase II	D6820	186	744	344	632	530	1,376
Extension to Power Station	D6445	—	—	—	53,091	—	53,091
Fire Engine and Ancillaries	D6889	770	1,388	—	—	770	1,388
		6,987	20,650	486	54,289	7,473	74,939

The above table gives details of the amount spent on development schemes in progress during the period under review in which part of the cost was borne by the Colonial Development and Welfare Fund and part by the Colony.

Statement of Assets and

LIABILITIES					
	£	s.	d.	£	s. d.
DRAFTS AND TELEGRAPHIC TRANSFERS: .				21,465	12 11
DEPOSITS:					
Colonial Development & Welfare .	1,815	9	10		
Overseas Service Aid Scheme .	48	8	1		
South Georgia	92	3	5		
Other	32,473	17	5		
				34,429	18 9
SPECIAL FUNDS:					
Savings Bank	1,427,093	5	2		
Old Age Pensions Equalisation .	221,749	14	8		
Note Security	103,766	10	5		
Government Employees Provident .	8,073	17	1		
				1,760,683	7 4
COLONY FUNDS:					
Development	172,830	14	9		
Reserve	102,245	8	5		
				275,076	3 2
Oil Stocks Replacement				32,496	18 3
GENERAL REVENUE BALANCE:					
Balance at 1st July 1969 <i>Surplus</i> .	64,921	13	10		
Add appreciation of Investments .	16,843	16	9		
	81,765	10	7		
Deduct Deficit year ended 30th June 1970	68,707	7	1		
Balance 30th June 1970				13,058	3 6
				£2,137,210	3 11

The above statement does not include—

- (1) A sum of £1,717:18:5 due from H.M.G. in respect of under issues on the following C.D. & W. Schemes—

D7053	1,151	3	3
D7091 & A	566	15	2
	£1,717	18	5

ASSETS										
					£	s.	d.			
					£	s.	d.			
CASH:										
Treasury and Posts and Telecommunications	34,817	4	4			
Crown Agents	997	0	4			
Joint Consolidated Fund	119,000	0	0			
Remittances in transit	2,893	2	11			
					<hr/>			157,707	7	7
INVESTMENTS, SPECIAL FUNDS:										
Savings Bank	1,369,894	12	5			
Old Age Pensions Equalisation	215,050	8	1			
Note Security	111,522	12	7			
Government Employees Provident	7,378	8	8			
					<hr/>			1,703,846	1	9
INVESTMENTS, COLONY FUNDS:										
Development	101,721	12	1			
Reserve	152,523	3	8			
					<hr/>			254,244	15	9
ADVANCES:										
Other Administrations	17,640	3	2			
Departmental	48	17	1			
Other	3,722	18	7			
					<hr/>			21,411	18	10
					<hr/>			£2,137,210	3	11

Education Allowances	£121	6	8
----------------------	------	---	---

L. GLEADELL,
Colonial Treasurer.
20th September 1970.

Statement of Assets and

LIABILITIES		£	£
DRAFTS AND TELEGRAPHIC TRANSFERS:	.		15921.53
DEPOSITS:	. . . . .		29069.89
SPECIAL FUNDS:			
Savings Bank	. . . . .	1444172.51	
Old Age Pensions Equalisation	. . . . .	288309.97	
Note Security	. . . . .	106217.70	
Government Employees Provident	. . . . .	9368.99	
			1848069.17
COLONY FUNDS:			
Development	. . . . .	165046.93	
Reserve	. . . . .	102245.42	
			267292.35
Oil Stocks Replacement	. . . . .		50003.97
GENERAL REVENUE BALANCE:			
Balance at 1st July 1970 <i>Surplus</i>	. . . . .	13058.17	
Add Appreciation of Investments	. . . . .	7787.84	
		20846.01	
Add Surplus year ended 30th June 1971		21465.71	
Balance 30th June 1971	. . . . .		42311.72
			£2252668.63

The above statement does not include—

- (1) (a) A sum of £488.58 due from Her Majesty's Government in respect of under issues of the following development aid—

C.D. & W. Scheme D6820 and A Improvements to Stanley Schools	£152.82
C.D. & W. Scheme D7053 Stanley Roads	£335.76

- (b) A sum of £728.59 due from Her Majesty's Government in respect of the following Overseas Service Aid Scheme under issues—

Passages	£640.12
Education Allowances	£66.33
Inducement Allowances	£22.14

- (c) A sum of £3090.53 due from Her Majesty's Government in respect of expenditure incurred under the United Kingdom/Falkland Islands Loan 1971.

Liabilities at 30th June 1971.

	ASSETS	£	£
CASH:			
Treasury and Posts and Telecommunications		37423.33	
Crown Agents		961.87	
Joint Consolidated Fund		101000.00	
Remittances in transit		1134.67	
		<hr/>	140519.87
INVESTMENTS, SPECIAL FUNDS:			
Savings Bank		1434059.81	
Old Age Pensions Equalisation		281010.96	
Note Security		114250.85	
Government Employees Provident		8429.64	
		<hr/>	1837751.26
INVESTMENTS, COLONY FUNDS:			
Development		106097.92	
Reserve		145529.28	
		<hr/>	251627.20
ADVANCES			
Other Administrations		20521.35	
Departmental		11.22	
South Georgia		77.27	
Other		2160.46	
		<hr/>	22770.30
			<hr/>
			£2252668.63
			<hr/>

- (2) At the 30th June 1971 the amount outstanding in respect of loans for housing etc. was £38,530.
- (3) A sum of £26,529 is owed by the European Space Research Organisation to the Colony in respect of a loan; and an identical amount is owed by the Colony to the Government Savings Bank. (Ordinance No. 4 of 1969).

L. GLEADELL,
Colonial Treasurer.
 10th November 1971.

Chapter 4: Currency and Banking

THE legal tender of the Colony consists of Falkland Islands Government currency notes of £5, £1 and 50p denominations and British coinage. On the 31st December 1971 the note issue in circulation was £102,600.

There are no commercial banks in the Colony but the Treasury remits funds abroad on payment of commission of one per cent. A similar service is also provided by the Falkland Islands Trading Company Limited, and the Estate Louis Williams, who operate agencies of Lloyds Bank Limited and Hambros Bank respectively.

Deposits in the Government Savings Bank amounted to £1,183,257 at the 30th June 1971 and the number of depositors' accounts open was 1,970.

Interest on deposits is paid at the rate of $2\frac{1}{2}$ per cent per annum.

Government lends money for purposes such as the purchase of dwelling houses, improvement of essential business facilities (e.g. bakery and dairy) and for farm purchases. During 1969–70 the amount lent totalled £17,550 and during 1970–71 the total was £4,450. At 30th June 1971 the amount owing to Government in respect of undischarged loans was £38,530.

The Colony decimalised its currency in line with that of the United Kingdom on 15th February 1971.

Chapter 5: Commerce

IMPORTS

WITH the exception of meat, milk and to a considerable extent potatoes, vegetables, berry fruits and fish, practically the whole of the Colony's requirements in foodstuffs were imported.

The value of imports and the sources of supply were as follows:

VALUE OF IMPORTS			
		1970	1971
		£	£
Food	.	130,929	116,947
Beverages and Tobacco	.	66,201	64,424
Crude materials, inedible (except fuels)	.	8,799	5,086

VALUE OF IMPORTS—*continued*

	1970 £	1971 £
Mineral Fuels, Lubricants etc.	40,139	57,510
Animal and Vegetable Oils and Fats	537	1,024
Chemicals	38,024	37,898
Manufactured Goods	92,909	104,814
Machinery and Transport Equipment	104,492	123,595
Miscellaneous manufactured articles	121,043	93,952
Miscellaneous transactions	7,362	1,723
	<hr/> £610,435	<hr/> £606,973

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY

	1970		Principal Supplying Country
	Value £	Quantity	
Provisions	126,766	857 tons	United Kingdom £107,867 Argentina £13,732
Alcoholic and Non-alcoholic beverages	49,353	44,407 galls.	United Kingdom £47,757
Electrical Machinery	40,032		United Kingdom £28,793
Transport Equipment	39,312		United Kingdom £36,391
Machinery, not Electric	35,148		United Kingdom £35,148
Clothing	33,517		United Kingdom £33,347
Scientific, Photographic and optical goods, watches and clocks	32,072		Japan £11,924 United Kingdom £9,542 Switzerland £6,778
Mis. Manuf. of Metals	31,398		United Kingdom £31,280
Petroleum Products	30,293	717 tons	Uruguay £22,333
Misc. Manuf. Articles	30,210		United Kingdom £30,065
Textile Yarn, Fabrics, Made-up Articles etc.	21,552		United Kingdom £20,815
Tobacco	16,848	14,140 lbs.	United Kingdom £16,848
Mis. Chemical Materials	15,028		United Kingdom £15,016
Cosmetics, cleansing preparations etc.	11,985		United Kingdom £11,985
	1971		
Provisions	115,643	583 tons	United Kingdom £97,413 New Zealand £6,953 Argentina £6,370
Electrical Machinery	67,787		United Kingdom £53,205 Holland £9,974 Japan £2,456
Petroleum Products	52,999	1,111 tons	Uruguay £31,974 United Kingdom £18,082
Alcoholic and Non-Alcoholic Beverages	50,488	48,399 galls.	United Kingdom £46,717
Transport Equipment	43,003		United Kingdom £42,754
Clothing	33,633		United Kingdom £33,633
Manuf. of Metal	26,203		United Kingdom £26,191

PRINCIPAL IMPORTS AND SOURCES OF SUPPLY—*continued*

	1971		
	Value £	Quantity	Principal Supplying Country
Scientific, Photographic and optical goods, watches and clocks .	22,403		Japan £7,424 United Kingdom £6,691 Switzerland £4,455 Germany £3,712
Iron and Steel .	20,756		United Kingdom £20,750
Wood, Lumber etc. .	18,960		United Kingdom £11,977 Chile £5,839
Mis. Manuf. Articles .	17,823		United Kingdom £16,970
Textile Yarn, Fabrics, Made-up Articles etc.	15,745		United Kingdom £15,745
Cosmetics, cleaning pre- parations etc. .	14,178		United Kingdom £14,178
Tobacco .	13,936	10,274 lbs.	United Kingdom £13,625
Non-electrical machinery	12,805		United Kingdom £12,725
Misc. Chemical materials	12,384		United Kingdom £11,095

PRINCIPAL SUPPLYING COUNTRIES

	1970 £	1971 £
United Kingdom	514,504	505,563
Uruguay	29,767	38,480
Argentina	17,697	7,474
Japan	13,602	10,617
Holland	8,200	11,057
Switzerland	7,530	4,784
Chile	3,626	5,839
Germany	3,526	4,768
New Zealand		9,420

EXPORTS

	1970 £	1971 £
Domestic Exports	803,105	676,967
Re-exports	22,189	54,069
	<hr/> 825,294	<hr/> 731,036

PRINCIPAL EXPORTS

(Destination in both years: United Kingdom)

	1970		1971	
Item	Value £	Quantity lbs.	Value £	Quantity Kgs.
Wool	771,776	4,618,337	651,955	2,053,945
Hides and Skins	28,069	279,540	24,362	172,680

Chapter 6: Production

AGRICULTURE

THE land is used almost entirely for sheep farming. With the exception of some 28,100 acres of Crown land, the Colony is divided into freehold farms varying in size from 3,600 acres to 161,000 acres carrying a total of some 635,000 sheep, averaging about one sheep to every $4\frac{1}{2}$ acres. Production is in the region of $4\frac{3}{4}$ million lbs of wool annually.

A small Government agricultural unit is responsible for maintaining fences and regulating grazing on Stanley Common, attending to animals in the quarantine station and carrying out tuberculin testing of cattle. Stock returns are produced annually.

Cattle are kept in the Camp to provide milk and beef and there are two dairies in Stanley. Oats for hay and silage, vegetables on a garden scale and a small acreage of kale are the only crops grown. However, on progressive farms, several thousand acres have been sown to Yorkshire fog (*Holcus Lanatus*) which is an improvement on the natural herbage.

Many farms are showing an interest in pasture improvement and to this end various techniques have been tried out. Several farms have brought about a marked increase in carrying capacity.

During 1971 seed potatoes were imported from New Zealand.

FISHERIES

There is no organised sea fishing industry but Falkland Islands mullet and smelt are caught occasionally by part-time fishermen and marketed for local consumption. Trout fishing provides excellent sport for anglers, the record trout weighing 18 lbs. Trout of 7 lbs. to 10 lbs. weight are not rare.

Chapter 7: Social Services

EDUCATION

THE Government is responsible for education throughout the Colony. All education is free and the Government bears the cost of

all books, materials and equipment. The fees for boarding school education are £4 a term for the first child and £3 for successive children from the same family. There is no regular secondary or higher education in the Colony though special tuition is available and several pupils have obtained Ordinary and Advanced level successfully in the General Certificate of Education. Royal Society of Arts examinations in commercial subjects (typewriting, shorthand, book-keeping and Commercial English) are part of the regular pattern and occasionally students sit City and Guilds examinations. A competitive Overseas Scholarship examination is held annually in September, enabling successful candidates to benefit from at least five years at secondary level at boarding grammar schools in Dorset, the British Schools in Montevideo, Uruguay, and, more recently, at Secondary schools in the Argentine.

The accepted age of entry is five years and the school leaving age is fifteen years. Pupils are encouraged to remain at school to the end of the term in which they become fifteen.

The age limits are applicable throughout the Islands: in the Camp (all the country beyond the environs of Stanley) attendance is compulsory for children of between five and fifteen years living within one mile of a settlement school or visiting teacher, and for children between seven and fifteen years living within two miles of settlement school or visiting teacher.

Children in outlying houses are taught by Camp teachers, each of whom is assigned a beat of from four to six houses which he covers by landrover, horse, boat, or aircraft. A camp teacher stays two weeks with each family in turn and leaves homework to tide the children until he visits again. Camp teachers have an arduous, often frustrating, though interesting and challenging task. Only young men of spirit, initiative, a sense of humour and with an ability to mix in all walks of life can succeed in this unique post. Camp teacher strength is augmented by members of the Voluntary Service Overseas who have always rendered invaluable assistance; the team normally consists of three young men.

Evening classes are held during the winter months from May to October. The subjects normally offered are English, Mathematics, Spanish, Art, Craftwork, Book-keeping, Typewriting and Shorthand. These classes are free of charge.

The radio lesson service which started in 1965 with a thirty-minute lesson every two weeks has been extended and now offers a twice-weekly forty five-minute programme. It provides a useful background to children's education.

There are two schools in Stanley; one caters for infants and juniors and has been extended by an additional two-classroom block

measuring 54' by 25'; the other is for seniors. The latter was extensively damaged by fire in 1970 and is presently under reconstruction.

The boarding school at Darwin caters for 42 boarders and also provides education for 17 day pupils. There are two full-time settlement schools on the West Falkland.

The local boarding allowance of £5.50 a month is granted on behalf of those parents to send their children to board in Stanley in order that they may attend Stanley Schools. An allowance of £3 a month is also paid on behalf of parents of Camp children who send their children to distant parts to study under a camp teacher. Day pupils visiting school receive an allowance at 5p per meal taken outside their own homes.

Overseas education allowances are granted to parents of children between the ages of 11 and 18 years who receive full-time tuition in boarding schools in Britain, Uruguay and the Argentine. The rates are:

£282 for the first child

£336 for the second child

£402 for the third child and subsequent children.

The allowance for day pupils is £75. The parents of 13 children benefitted from this scheme in 1971.

Total expenditure for all services in 1970 was £61,124 and in 1971 £61,125.

Teaching Staff as at 31st December 1970 and 1971:

Including two Headmasters

	<i>M</i>	<i>F</i>	<i>Total</i> <i>1970</i>	<i>M</i>	<i>F</i>	<i>Total</i> <i>1971</i>
Certificated .	14	7	21	11	5	16
Uncertificated .	5	1	6	5	1	6
V.S.O. . . .	3	0	3	3	0	3
Temporary . .	0	1	1	0	3	3
Part-time . . .	0	3	3	0	3	3
TOTALS	22	12	34	19	12	31

Numbers of children receiving Education:

	<i>M</i>	<i>F</i>	<i>Total</i> <i>1970</i>	<i>M</i>	<i>F</i>	<i>Total</i> <i>1971</i>
At 31st December						
Stanley Schools .	93	111	204	89	110	199
Darwin Boarding School . . .	25	24	49	31	25	56
Settlements . .	8	11	19	7	9	16
Camp Houses . .	59	52	111	43	47	90
TOTALS	185	198	383	170	191	361

PUBLIC HEALTH

The standard of health is high, as can be expected in a community where there is an abundance of the basic essential food-stuffs easily available to all and where the climate is bracing and the air pure.

Natural immunity from the commoner droplet-infection diseases of more populous countries is low; therefore a programme of immunisation against tuberculosis; diphtheria, whooping cough, poliomyelitis and small-pox is continuously maintained. Further to protect the community from tuberculosis, no immigrants may enter the Colony unless they have been certified free from pulmonary tuberculosis before their departure from their own country.

Vital Statistics

There were 34 live births, 1 still birth and 17 deaths in the Colony in 1970 while in 1971 the figures were 38, 1 and 21 respectively.

Hospital Facilities

The Colony has one hospital, situated in Stanley. It is modern and well-equipped and has 27 beds for the treatment of medical, surgical, obstetric and geriatric cases. There were 176 admissions in 1970 and 203 in 1971. Ante-natal and child welfare clinics are held weekly at the hospital.

Medical and Dental Services

For Medical purposes, the Falklands are divided into three areas: Stanley with the North Camp of the East Falkland, Lafonia and West Falkland. The Senior Medical and one medical officer are stationed in Stanley and see all patients in Stanley and the North Camp. One Medical Officer lives at Darwin in Lafonia and deals with medical cases in that area; and the third medical officer is stationed at Fox Bay on the West Falkland and attends patients on the West Falkland and the islands to the north and west of it.

All settlements in the main East and West Falkland can communicate with a doctor by telephone. All the inhabited islands are supplied with radio-telephones. Standard medical chests are provided at all settlements. The Government Air Service is available for the transport of doctors and patients. As a rule, the camp doctors travel by Landrover or aircraft to their patients but still occasionally ride on horse-back.

One dentist and a dental technician are stationed in Stanley where there is a modern, fully equipped dental surgery and laboratory in the hospital. Another dentist makes camp tours, endeavouring to visit each settlement in the course of the year.

Medical Department

The staff of the Medical Department includes a Senior Medical Officer, three medical officers, two dental officers, and one dental technician, one matron, three nursing sisters and up to five staff nurses, together with domestic staff and a clerk.

Expenditure on medical services was £54,101 in 1969/70 and £55,580 in 1970/71. Revenue in those years was:

	1969/70 £	1970/71 £
Medical	5,943	6,688
Dental	1,126	762
	<hr/> 7,069	<hr/> 7,450

Local Authority Services

The Stanley Town Council was responsible for street lighting and cleaning, the collection and disposal of garbage, and the maintenance of drains and sewers.

There were two licensed dairies in Stanley at the end of 1969. The dairy herds were examined periodically and all the animals were turberculin tested.

HOUSING AND TOWN PLANNING

The majority of houses in the Colony are constructed of timber and iron with corrugated iron roofs but the larger public buildings are more frequently built of concrete blocks with tiled roofing. Most houses in Stanley are built on quarter acre plots which allow sufficient ground for the householder to maintain a generous vegetable garden. Plans for new buildings must be submitted to the Stanley Town Council for approval and must conform to the sanitation and constructional requirements of the Council. The Council also has power to condemn houses which are considered unfit for habitation.

SOCIAL WELFARE AND AMENITIES

There are three places of worship: Christ Church Cathedral, consecrated in 1892; the Tabernacle (United Free Church), established in 1890; and St. Mary's Roman Catholic Church, established in 1899. Church services are relayed every Sunday evening through the broadcasting station at Stanley.

An old age contributory pensions scheme introduced in 1952 and expanded in 1967 is compulsory for all male and certain female resi-

dents in the colony. The following weekly benefits are paid to contributors on reaching the age of 65 years: married man £4.65; unmarried man, widow or spinster £2.32½. Employees between the ages of 18 and 60 contribute 26p weekly to the fund, employers contribute 34p and self-employed contribute 60p.

A non-contributory old age pension scheme was introduced in 1961 and provides pensions for old people who were excluded by reason of age from contributing to the Pensions Equalisation Fund and, consequently, from deriving any benefits from the pensions scheme introduced in 1952. Pensions are paid at the following weekly rates: married man £3.20; unmarried person £1.60, man or woman separated or living apart from his or her husband or wife £1.60.

Children's allowances are granted to all parents or guardians at the rate of 50p per month for each of the two elder children of a family and £1 per month in respect of each other child.

Poor relief is administered by the Stanley Town Council. The amount spent on poor relief in 1970 was £1,095 and in 1971 £1,716. Accommodation for old and chronic invalids is provided in the hospital. There are no orphanages.

The Stanley Benefit Club, open to all residents, is the oldest club in the territory. It was formed on 23rd July 1859, to provide a fund for the support of its members in cases of sickness or accident; it also contributes towards funeral expenses. The total membership is 92. Membership has decreased mainly due to improved social conditions in the territory. For an annual contribution of £1.50, sick persons can draw as much as £136 and thereafter at the rate of £2 a month. The club will meet funeral expenses up to £30.

The Falkland Islands Branch of the British Red Cross Society met regularly. Hospital visiting was carried out and Christmas presents provided for hospital patients. The Earl Haig Fund Appeal was again organised by the Branch and the proceeds sent to the Fund's headquarters in London.

The 1st Stanley Company of the Girls' Brigade provided a programme of art, cookery, basketwork and home service classes. Parties were organised at midwinter and Christmas. The cadet section for the 6–9 years olds flourished.

The 1st Falkland Islands Company of the Boys' Brigade continued to function successfully. Activities included physical training, drill, indoor rifle shooting and an annual summer cap. The Life Boys, a junior branch of the Boys' Brigade, provided entertainment for boys between the ages of 8 and 11 years.

Each May the Girls' and Boys' Brigades combined to organise a May Ball and a Prince Charming Dance. These events were well attended.

The Youth Club, formed in 1966, continued to attract support from young people. A variety of social gatherings and outdoor activities was organised, and plans made to erect a hut for the use of the club members, so that meetings could be held on all days in the week.

There are several social clubs in Stanley, among them the Colony Club, the Falkland Club, the Falkland Islands Defence Force Club and the Working Men's Social Club. The clubs provide facilities for a variety of activities, including billiards, snooker, darts, table tennis and cards. The Working Men's Social Club organise annual sports for children and an annual children's fancy dress party. Both events are popular and well-supported.

The Guild of Spinning and Handicrafts is a thriving and steadily growing concern, building up a small and prospering Home Industry to trade with the growing number of tourists and the increasing local demand for their products.

The Town Hall, rebuilt in 1950 with the assistance of a grant from Colonial Development and Welfare funds after being destroyed by fire in 1944, contains a large dance hall with stage, dressing rooms, refreshment room and a well-stocked public library, as well as certain public offices and the Court and Council Chamber. The chamber was panelled in 1966 with handsome sapele wood generously presented by the Government of Nigeria some years previously. The dance hall was re-floored in 1967.

Although Stanley has lacked a museum since the disastrous fire of 1944, a notable collection of material has been assembled in recent years and during the period under review was on display in temporary accommodation in the gymnasium building. The Public Works Department completed permanent accommodation for the Museum in 1971 and it is expected that this will be officially opened early in 1972.

A branch of the Women's Corona Society was established in 1955 and holds regular monthly social meetings. In addition the society organises regular tea meetings in the summer months for the elderly residents of Stanley.

The Stanley Dramatic Society continued to function successfully, their productions providing an additional and welcome source of entertainment. A local 'Pop Group' was formed and is in demand at the many dances held during the year.

The Social Club inaugurated at Goose Green in 1966 has proved a most popular enterprise.

The sea temperature around the islands does not lend itself to bathing and consequently few of the inhabitants have learned to swim. The desirability of constructing a swimming pool has long

been recognised and a fund was established in 1964 for this purpose. By 31st December 1971 a sum of £5,978 had been raised by public subscription and Government contribution.

SPORT

Full-bore shooting is organised by the Falkland Islands Defence Force Rifle Association which has a keen membership. Annual prize meetings are held and when finances permit representative teams are sent to Bisley to compete in the junior colonial competitions. There is a small bore range in the drill hall for winter use.

Association football is a popular sport and the club is strongly supported. Not only do local teams compete for a championship but keenly contested games take place against teams from visiting ships.

The Golf Club maintains a course near the Felton Stream west of Stanley racecourse.

Considerable interest is taken in angling. Brown trout (*salmo fario*) were introduced into a number of rivers between 1947 and 1952. These trout have over the years formed a sea-going habit and return to the rivers to spawn. Specimens weighing 7 lbs to 10 lbs are not uncommon. The heaviest trout so far recorded weighed 18 lbs. The trout-fishing season opens on the 1st September and closes on the 30th April. Salmon and sea-trout ova have been imported but efforts to establish these fish have so far not succeeded.

The sub-aqua club was started in 1971 and this new sport is becoming increasingly popular.

Each year there is normally a five-day sports meeting at Darwin, East Falkland, while four of the principal farms on West Falkland hold five-day sports meeting in rotation four years out of five. The Stanley Sports Association holds a two-day meeting immediately after Christmas with horse racing, gymkhana and athletic events. Sheep dog trials are also held on both Islands, followed by a Championship Contest organised by the Stanley Sports Association.

The Stanley Badminton Club organises games in the gymnasium twice a week. These are well supported, particularly in the winter.

The Stanley Squash Club, revised in 1965, has a growing membership and matches are played against teams from visiting ships.

Darts is a popular winter game and there is a league in Stanley with up to 14 teams competing. The standard of play is high.

Snooker, played at the Colony Club, the Falkland Club, the Falkland Islands Defence Force Club and the Working Men's Social Club, has a strong following.

Chapter 8: Legislation

APART from the Appropriation Ordinances, the more important legislation enacted during the period under review included the following measures:

1970

No. 1. *The Administration of Justice (Amendment) Ordinance*, created a new court of law, known as the Magistrate's Court, which is subordinate to the Supreme Court but superior to the existing Court of Summary Jurisdiction. The new court has extensive criminal and civil jurisdiction.

No. 2. *The Control of Kelp Ordinance*, gives power to the Government to control a potentially valuable economic asset and to ensure good husbandry.

No. 3. *The Prison (Amendment) Ordinance*, enables all members of the panel of justices residing in Stanley to take turn as senior member of the Board of Visiting Justices to Stanley Prison.

No. 7. *The Income Tax (Amendment) Ordinance*, introduced a measure of relief for elderly persons on incomes under £500, increased the rate of tax for companies from 29p to 35p, and gives relief to farming businesses where certain qualifying expenditure has been incurred. It also extends the scale of tax on personal incomes to 35p where chargeable income exceeds £10,000.

Seven Ordinances were enacted during the year.

1971

No. 1. *The Decimal Currency Ordinance*, made provision for the introduction of decimal currency in the Colony.

No. 4. *The Licensing (Amendment) Ordinance*, provides for the licensing of restaurants to sell intoxicating liquor for consumption with meals.

No. 6. *The Government Wharves (Amendment) Ordinance*, provides for the payment of wharfage not only by the owner or master of any vessel placed alongside a Government wharf but also by the owner or master of any vessel made fast to a Government wharf.

Seven Ordinances were enacted during the year.

Chapter 9: Justice, Police and Prisons

JUSTICE

DURING the period under review the judicial system of the Falkland Islands was administered by a Supreme Court and a Court of Summary Jurisdiction both of which usually sit in Stanley. Since the end of 1969 a Magistrate's Court with enhanced powers has been established intermediate between the Court of Summary Jurisdiction and the Supreme Court.

A Court of Appeal, constituted in 1965, hears appeals from the Supreme Court.

Justices of the Peace, residing in Stanley and in the Camp, have the power to deal with minor offences.

The territory retains the part-time services in England of a Legal Adviser.

Local ordinances and regulations are in effect. English law applies down to 1900 and subsequently by special application.

The following tables show the number of civil and criminal cases heard by the courts during 1970 and 1971.

CIVIL COURT

	1970	1971
Debt	15	16
Consent to marry	1	—
Access to children	2	—
Maintenance order	1	1
Adoption Orders	3	1
Custody of children	2	1
Judgement summonses	6	—
Eviction Orders	—	2
Income Tax	25	8
Old Age Pensions Contributions	1	2
Damages	1	—
Contract	1	—
Removal of disqualifications for driving	3	2

MAGISTRATE'S COURT & COURT OF SUMMARY JURISDICTION

	<i>Cases Heard</i>		<i>Discharged</i>		<i>Convicted</i>	
	1970	1971	Adults	Juveniles	Adults	Juveniles
Offences against the person:						
Assaults	5	—	—	—	5	—
Sexual offences:						
Indecent assault	1	1	—	—	2	—
Incest	1	1	—	—	2	—
Offences against property:						
Larceny	4	9	1	—	12	—
Malicious damage	10	—	2	—	8	—
Offences against local Ordinances						
Road Traffic	18	31	1	—	46	2
Licensing	23	26	—	—	48	1
Other offences:	9	13	2	—	20	—

SUPREME COURT

	1970	1971
Appeals	—	1
Divorce	7	7
Contract	2	—
Injunctions	1	—
Custody of Children	—	2

POLICE

The authorised establishment of the Falkland Islands Police Force consists of one inspector, one sergeant and five constables. There is also a Reserve Force.

Crime

In 1970 fourteen charges in respect of indictable offences were made against eleven persons and in 1971 seventeen charges against eleven persons. During the two year period proceedings were taken against three juveniles.

Other Police Duties

The Inspector of Police is the Government Fire Precaution Officer and on occasions undertakes the duties of Immigration and Customs Officer. The Police make quarterly checks on all fire equipment in Government buildings. The Department carries out all driving tests, registering of vehicles imported into the territory, the issue of driving licences, gun, dog, penguin egg and trout fishing licences.

PRISON

There is one small prison in Stanley. All members of the Police Force Act as Prison Officers. A matron is employed to supervise cooking and assist with female prisoners.

In 1970 three male prisoners served sentences of one month to six months. In 1971 three male prisoners served sentences ranging from two weeks to two years.

TYPES OF PUNISHMENT (1970 and 1971 combined)

Magistrate's Court and Court of Summary Jurisdiction	Convicted			Imprisonment			Fined			Bound over			Imprisonment by length of service
	M	F	J	M	F	J	M	F	J	M	F	J	
Assault . . .	4	1	-	-	-	-	4	-	-	3	1	-	2 years, 2 years, 9 months, and 6 months
Larceny . . .	10	2	-	-	-	-	8	-	-	2	2	-	
Sexual offences . . .	4	-	-	4	-	-	-	-	-	-	-	-	
Damage to property . . .	7	1	-	-	-	-	7	1	-	-	-	-	
Road Traffic . . .	45	1	2	-	-	-	45	1	2	20 (a)	-	2 (a)	1 male 14 days 1 male 1 month
Licensing . . .	46	2	1	1	-	-	19	-	1	32 (b)	2 (b)	-	
Other offences . . .	18	2	-	1	-	-	18	-	-	10	2	-	

(a) Disqualified from driving in addition to other penalty
(b) Indicates prohibition orders.

Chapter 10: Public Utilities and Public Works

ELECTRICITY

CONTINUOUS electric power is supplied to the Stanley area, including the E.S.R.O. Space Station, from a Government-owned and operated diesel power station. A replacement station now in the course of construction will replace the existing station and have an installed capacity of 1,280 Kw. generating at 3.3 Kv. 50 Hertz. Distribution is overhead at 230/400 volts, a three-phase four-wire system is used.

The tariff, which is reviewed annually, is to be increased in 1972 from 1.875p to 2.3p.

Output of electrical energy from the Stanley Station for the calendar year 1971 was 2.37 million units.

The Electricity Department undertakes the repair and maintenance of all Government electrical installations. There being no registered contractors the Department also accepts private installation work.

Outside Stanley most of the farms have their own generating plants, some supplying power to a single house while others with a larger generating capacity supply a whole settlement. Output from these sets rarely exceeds 12 Kw. Voltages vary from 110 to 230 A.C. and D.C. Many of the outlying shepherds' houses have their own lighting systems, some being fed from 12 volt batteries charged by wind driven generators, although a more recent trend has been to replace these by small air-cooled diesel generators with outputs of $1\frac{1}{2}$ Kw at 230 volts A.C.

WATER SUPPLY

For Stanley, water is supplied from the 6,000 gallons per hour capacity filtration plant at Moody Brook to a reservoir and a high level tank with a combined capacity of 500,000 gallons. Daily consumption averages 80,000 gallons for domestic and industrial use and watering ships. About 21 tons of chemicals are used for sedimentation, filtration and sterilisation each year. A dry spell of weather in November 1970 gave cause for concern and a temporary line had to be taken from the Mount William reserve supply.

In the Camp piped water supplies are in operation at every farm.

PUBLIC WORKS

The Public Works Department was responsible for the maintenance of all Government-owned properties, furnishings, Stanley roads, water supply, drainage, sea walls, quarry stone crushing and Government transport and plant.

New work undertaken by the department included the installation of equipment in the children's playing area; the conversion of part of the gymnasium into a museum; the provision of public toilets; and a number of central heating conversions from peat to oil in Government buildings. Work was begun on the renovation of the senior school, which had been partly destroyed by fire in 1970; a new toilet block for the school was fabricated and erected and similar installations in the Junior school were improved.

Members of the department assisted the team of consulting engineers in an extensive survey of the proposed site for an airfield at Cape Pembroke.

In connection with the Hydatid Eradication Campaign, a two-chamber holding tank was built for the Falkland Islands Company's butchery near Stanley, capable of holding two months' accumulation of offal.

Chapter 11: Communications

SHIPPING

R.M.S. *Darwin*, a vessel of 739 registered tons and capable of carrying 40 passengers, averaged 12 round trips to Montevideo annually, carrying mail, freight and passengers. The vessel is owned by Darwin Shipping Limited, a subsidiary of the Falkland Islands Company. In addition to being the main link with Montevideo the vessel undertook regular coastwise voyages to the principal settlement ports in the colony. She was withdrawn from service in December 1971. A smaller replacement vessel will maintain the coastwise trade. The sea link with Montevideo is to be severed and communications with ports on the Atlantic seaboard of Argentina will be established instead. A Danish vessel, the m.v. *A.E.S.*, chartered by Darwin Shipping Limited to bring supplies from the United Kingdom and to take back the wool clip, made four voyages a year in each direction.

Communications between British Antarctic Territory, South Georgia and Stanley were, during 1970, provided by H.M.S.

Endurance, R.R.S. “*John Biscoe*” and m.v. “*Perla Dan*”. The British Antarctic Survey’s new survey vessel, “*Bransfield*”, arrived in the colony early in 1971 and was subsequently registered in Stanley. The “*Bransfield*” has now taken over Antarctic relief duties from the “*Perla Dan*”.

The Norwegian Antarctic Tourist vessel “*Lindblad Explorer*” visited the Falklands twice during 1970 and in February 1971 the Swedish America liner “*Gripsholm*” paid a short visit to Stanley.

During 1970–71 13 Soviet fishery and scientific vessels visited Stanley. Visits were also made by the Italian yacht “*San Guiseppe II*”, s.s. “*Tasmania Star*” R.F.A. “*Blue Rover*” and the R.R.S. “*Shackleton*”.

The following table shows the number of vessels which entered and cleared the Colony:

	1970	1971
Number of ships entered	39	35
Number of ships cleared	40	34
Net tonnage in . . .	45,399	55,249
Net tonnage out . . .	45,431	55,672

ROADS AND VEHICLES

There are about 12 miles of concrete or macadamised roads in and around Stanley. The main road along the sea front on which most of the principal buildings are situated is of concrete.

Unsurfaced tracks connect most settlements on the main East and West Islands and travel is possible by means of landrover or motor-cycle, depending on the weather conditions.

At 31st December 1971 there were some 1,023 vehicles of all types in the territory, approximately half being used in Stanley.

During the period under review 68 vehicles of all descriptions were imported, practically all of which originated in the United Kingdom.

AIR SERVICE

The Falkland Islands Government Air Service (F.I.G.A.S.), inaugurated in 1948 with one J.5 Auster landplane, operated throughout 1970 and 1971 with two DH(C)2 Beaver floatplanes. The original medical and mail service has been expanded over the years to include passengers, freight and private charter.

During 1970, 3,683 passengers, 11,796 lbs of excess luggage and 8,486 lbs of freight were carried; and in 1971 the totals were 3,911 passengers, 13,261 lbs of excess luggage and 8,490 lbs of freight. Medical officers, dental officers, patients and travelling school teachers made up approximately 10 per cent of the passenger total. The total of passengers in 1971 was another record figure.

Camp teachers are flown regularly around their beats on the main and outer islands and camp children attending in Stanley or Darwen travel mainly by aircraft.

Letter mail is delivered and collected on all routine flights. In addition, overseas mail is dropped at settlements where no scheduled landings are to be made within three days of a mail arrival. Heavy mails, i.e. parcels and papers, are also delivered when weight/space is available.

Livestock, mainly cats, dogs and pedigree rams are carried fairly frequently.

An indication of the popularity of the service can be seen by the passenger increase in 24 years, from 29 in the first year of operation to over 3,900 in 1971.

An international air service is scheduled to commence operating between Stanley and Comodoro Rivadavia (Argentina) in January 1972.

POSTS AND TELECOMMUNICATIONS

The General Post Office is situated in Stanley and has six sub-post offices under its control—one at Fox Bay, one at South Georgia in the Dependencies and four in the British Antarctic Territory. Stanley is the main reception and distribution centre for mails received from overseas. Some 17 inward and outward mails were handled annually, all being received or despatched by sea via Montevideo or Punta Arenas. In addition there were occasional direct mailing opportunities to and from the United Kingdom by sea. There were no international air line connections with the mainland of South America during the period under review; external airmail was taken to Montevideo or Punta Arenas by sea and onwards by air. Advantage was taken of several special flights by Argentine Air Force amphibian aircraft in the latter part of 1971 to despatch airmail. The distribution of letter mails between Stanley and the outlying farm settlements is carried out by the Government-owned air service, the heavier mail being delivered by sea or cross country by landrover and to a lesser extent by horse.

External telecommunications are operated by the Government from its wireless station in Stanley, first operated in 1912 and handling all Government and commercial traffic. There are daily schedules with London, Montevideo, Buenos Aires, Fox Bay and with ships in neighbouring waters.

There are three leased private telegraph circuits between Stanley and London, one being full-speed and two quarter-speed.



S.S. "*Great Britain*" photographed on the pontoon in Stanley Harbour shortly before being towed back to Britain for restoration and preservation. H.M.S. "*Endurance*" also shown.



The Secretariat, Stanley.



One of the tracking antenna at the E.S.R.O. Station near Stanley.



Black-browed albatross and chick (*diomedea melanophrys*), West Falkland Island.



Rock-hopper penguins (*eudyptes cretatus*), Bird Island.



Fur seal (*arctocephalus australis*), New Island.



King Edward Point, South Georgia. Formerly the administrative headquarters and now a British Antarctic Survey base.

Reindeer, South Georgia. First imported about 1911, now well established and numbering about six thousand.

View of Mount Sugartop, South Georgia.

On 4th December 1967 the first public telephone service was opened between Stanley and the United Kingdom. A number of other countries were subsequently included in the service.

Internal communications on the East Falkland are operated by means of a radio telephone network and by land line telephone. The central exchange is situated in Stanley and the majority of the sheep stations on the East have their own lines connected to the central exchange. Six operators are employed and a 24-hour service is maintained. On the West Falkland the telephone network converges on Fox Bay, where there is a Government-owned wireless telegraph and radio-telephone station for inter-island traffic.

Communications with the British scientific bases in the Antarctic are maintained by the British Antarctic Survey's wireless station which is situated in Stanley.

Chapter 12: Press, Broadcasting and Films

PRESS

PERIODICALS published in the territory, other than the official *Gazette*, are the *Falkland Islands Monthly Review*, which appears on the first Monday of each month, and the *Falkland Islands Journal*, devoted to items of historical, geographic and social interest which is published annually. A weekly newsletter is broadcast from the local broadcasting station every Friday evening.

BROADCASTING

The Falkland Islands Government established the first colonial broadcasting service when in the early part of 1929 a wired broadcasting system was started in Stanley; the service covered not only the town but also many parts of the East Falkland, the programmes being carried to outlying farms by the normal telephone lines. Wireless broadcasting from a radio transmitter became a regular feature in 1942. The outlying districts are now covered by radio, while the rediffusion system continues to operate in Stanley. Using both methods a complete island coverage is maintained.

The broadcasting service is controlled by a voluntary committee under a director. A salaried secretary is employed.

Programmes of from five to seven hours' duration are broadcast daily and there are four part-time announcers. B.B.C. news bulletins, commentaries, and sports results are broadcast regularly and extensive use is made of the B.B.C. and other transcription services. Local features and some overseas programmes are recorded and rebroadcast.

Six hundred and three wireless receiving licences were issued during 1970 and in the same year 387 wired broadcasting subscriptions were paid. The figures for 1971 were 671 and 349 respectively.

FILMS

The Central Film Library, established in 1953 has a membership of 22, made up of 20 farm settlements, the Naval barracks at Moody Brook, and a commercial hirer who exhibits films in Stanley once a week. The library operates on a non-profit basis and obtains films from a number of distributors in the United Kingdom and from the Central Office of Information in London.

Films of educational value are shown at the Senior School in Stanley and at Darwin Boarding School.

The Council of Christ Church Cathedral acquired a 16 m.m. projector in 1964 and provide a popular supplementary programme.

INFORMATION SERVICES

Literature and items of information received from the Central Office of Information in London and from the British Council are handled and circulated by the Education Department.

Chapter 13: Local Forces

THE Falkland Islands Volunteer Corps, first formed in 1892, was reconstituted in 1920 as the Falkland Islands Defence Force. Service in the force is voluntary. Training was carried out with the aid of Royal Marine instructors stationed in the Colony. The Force took part in ceremonial parades including those held to mark the Birthday of Her Majesty the Queen, Remembrance Sunday and the Anniversary of the Battle of the Falkland Islands (8th December).

Chapter 14: Radio and Space Research Station

THE Radio and Space Research Station (R.S.R.S.) at Slough, England, one of the establishments of the Science Research Council, maintains and operates an ionospheric observatory and a satellite data acquisition station in Stanley. These have been in operation since 1947 and 1962 respectively. It is also responsible for a separate satellite data acquisition on behalf of the European Space Research Organisation (E.S.R.O.), which has been in use since the launch of the first E.S.R.O. satellite in 1968. For these various purposes about twenty technical staff are employed in Stanley, one of whom is locally engaged, together with six locally employed ancillary staff.

The ionospheric observatory makes routine measurements of the properties of the ionosphere at hourly (and occasionally quarter-hourly) intervals, and is currently engaged in a collaborative programme with similar stations operated at the British Antarctic Survey bases.

The E.S.R.O. data acquisition station has made observations on all four satellites launched for that organisation. At the R.S.R.S. station observations continue on satellites which sound the ionosphere from above, the latest of which, ISIS-2, was launched in April 1971. Data were also regularly acquired from the British satellite Aries III until shortly before it was switched off in September 1969. It is of interest that Ariel III and two of the E.S.R.O. satellites carry experiments designed at R.S.R.S. Slough.

Chapter 15: Meteorological Services

DURING the period under review meteorological services within the Colony and Dependencies were provided by the Falkland Islands Government Meteorological Service. Facilities for this service, other than staff, were supplied and financed by the British Antarctic Meteorological Service, who also disseminated all the meteorological data from the colony for international use.

The Falkland Islands Government Meteorological Service was for the period of this review run by staff of one forecaster and one trainee employed full-time by the Falkland Islands Government.

The main functions of this service were:

- (i) the organisation of meteorological observations in the colony;
- (ii) the provision of forecasts for the general public and aviation and the provision of forecasts on request for international shipping in the Falkland Islands coastal waters, the dependencies and the British Antarctic Territory;
- (iii) the preparation of climatological data for stations in the Falkland Islands;
- (iv) limited investigations into the meteorology of the Falkland Islands.

PART III

Chapter 1: Geography

THE Falkland Islands lie in the South Atlantic Ocean, between latitudes 51° and 53° South and longitudes 57° and 62° West. The archipelago is separated from the South American mainland by about 300 miles of sea. It comprises two large islands and some 200 smaller islands with a total land area of approximately 4,700 square miles, comparable in area with Northern Ireland but spread over a much greater extent.

The distance from Stanley to New Island, the most westerly settlement, is somewhat greater than that from London to Cardiff while the distance between the most northerly and southerly settled areas approximates to that between Oxford and the Isle of Wight. Montevideo, in Uruguay, the normal port of entry for the Falkland Islands, lies 1,010 miles north of Stanley.

Complete aerial photographic cover of the territory exists and excellent topographical maps are available on scales of 1 : 50,000, 1 : 250,000 and 1 : 643,000.

GEOLOGY AND LANDFORMS

The Falkland Islands are composed almost entirely of Palæozoic and Mesozoic sedimentary rocks. Some of these have strong lithological and palæontological affinities with those of South Africa, Uruguay and Southern Brazil. Although the islands lie on the edge of the Patagonian Continental Shelf, there is no stratigraphical connection between the Falklands and the nearer parts of the South American mainland. The extensive Tertiary deposits of eastern Patagonia are not represented in the Falkland Islands nor is the great oil-bearing Cretaceous geosyncline of eastern Tierra del Fuego. The axis of Andean folding is supposed to lie to the south of the islands, through Burdwood Bank, whence it is continued as the Scotia Arc to South Georgia, the South Sandwich Islands and ultimately to the Antarctic Peninsula.

The distribution of rocks within the Falkland Islands is now fairly well known. West Falkland and the adjacent islands are predominantly composed of Palæozoic sedimentary rocks, quartzites, sandstones and shales, with a few minor occurrences of tillite and a

small exposure of the Archaean basement complex at Cape Meredith in the extreme south.

The northern part of East Falkland is composed, too, of the Palæozoic sedimentary rocks, with the main development of younger strata in Lafonia and the surrounding islands. These Mesozoic rocks are represented by sandstones and mudstones which may be equated with the Gondwana succession of other parts of the Southern Hemisphere.

The main structural elements in the islands are folds which occurred after the deposition of the youngest Mesozoic rocks. Two main fold directions may be recognised. The first trends east-west across the northern part of the islands; the second is roughly parallel to the direction of the Falkland Sound and is exposed along the western side of it. It is now believed that folding along both axes was contemporaneous and may, indeed, form a single system.

The close relationship between the rock succession and fossil fauna of the Falkland Islands and parts of southern Africa has been frequently quoted as evidence to substantiate the hypothesis of continental drift. Recent research into the structures of the Falkland Islands suggests that this group may have moved from the vicinity of south-east Africa and that the rocks of the Falklands represent the missing portion of the truncated Karroo basin of Natal and eastern Cape Province.

Although it has been stated that the Falkland Islands were ice-free during the quaternary era when adjacent parts of the South American mainland were glaciated, there is convincing evidence that at least the mountains over 2,000 feet experienced local glaciation. The broad summits of Mount Usborne and the mountains of West Falkland are sharply scalloped by pronounced corries. Such steep-sided amphitheatres owe their form chiefly to the erosive action of small glaciers that were probably nourished by snow and ice domes located on the broad mountain tops. Investigations are at present being made to establish the terminal limits of these glaciers as defined by the morainic ridges deposited at their snouts. Since the ice domes and glaciers appear to have been confined chiefly to mountain areas whose summits exceed 2,000 feet, large areas of the Falkland Islands remained ice-free and experienced a periglacial climate. During such conditions of severe cold large accumulations of boulders—stone runs, as they are called—formed on the hillsides and valley floors of upland areas. They are particularly well developed in areas of quartzite bedrock. The origin of the stone runs has been attributed to solifluction—the mass movement of shattered debris down the valley sides under the influence of frost-and-thaw action.

Two main morphological elements may be recognised, the mountains which occur in the areas of folded Devonian-Carboniferous sandstone and quartzite, and the great plain of Lafonia, where the Mesozoic rocks are exposed. The principal mountain ranges follow the trend of the folded quartzites, from east to west across both main islands and parallel with Falkland Sound on West Falkland. The hills occasionally rise to about 2,300 feet (Mount Usborne on East Falkland is 2,312 feet high; Mount Adam on West Falkland is about 15 feet lower), but the general summit levels are between 1,500 and 2,000 feet. On East Falkland, the main upland ridge of Wickham Heights rises steeply along the southern edge of the folded quartzites. The tillites and Mesozoic sedimentary rocks which lie to the south have been considerably less resistant to erosion so that, where these have been folded, the terrain consists of low parallel ridges rising to little more than 200 feet. South of the great inlets of Choiseul Sound and Brenton Loch, where the rocks are virtually undisturbed, the whole country is a flat plain which seldom rises more than 100 feet above sea-level.

Generally speaking, the rivers are small. The valleys show close adjustment to structure. The numerous intricate inlets round the coast, many of which form magnificent harbours, were originally formed by river action when the sea-level was at least 150 feet lower than at present. The subsequent submergence, which formed the characteristic ria inlets, appear to have been the dominant movement which has controlled the later development of the coast.

As far as investigations have gone, it appears that the islands have no mineral wealth because none of the sedimentary rocks contains minerals which are of economic value. The only local fuel is low grade peat. The impermeable nature of the quartzites and sandstones has greatly hampered drainage and most of the rocks lack important minerals for plant growth. Limestone is absent and soils are acid in reaction. Successive surveys of the islands for economic minerals have shown that only the beach and dune sand could conceivably have any value but in islands as remote as the Falklands their exploitation for glass-making cannot be regarded as an economic venture.

CLIMATE AND VEGETATION

The Falkland Islands lie on the northern edge of the depression belt through Drake Passage; they are thus dominated by westerly winds and by the continuous variation of weather caused by the procession of air masses and fronts across them. The islands lie in the lee of the South American continent, but are separated from the mainland by about 300 miles of relatively cold sea. Although the warming and

drying influence of the Andes is still felt in the islands, the effect upon the climate is considerably modified by this sea passage. The climate of the Falkland Islands is characterised by the narrow temperature range, strong winds, seasonal uniformity and day-to-day variability of weather which are commonly associated with an oceanic situation in temperate latitudes.

The majority of long-term climatic records which are available for the Falkland Islands depend upon observations which have been made in the vicinity of Stanley. Consequently there is little precise knowledge as to how temperature and rainfall vary through the archipelago as a whole. Several farms keep rainfall records but these data do not cover a long enough period to permit a statistical assessment of rainfall distribution. At Stanley the mean monthly temperature varies between 49°F. in January/February and 36°F in July. The air temperature has never been known to exceed 79°F. or to fall below 12°F. No month is entirely frost-free, although the air temperature rarely falls below 32°F. in January or February. Average values for relative humidity are high and in consequence, the average cloud amount is large. However there is very little atmospheric pollution, and about 35 per cent of the total possible sunshine is recorded annually; this is about the same as at many places in the United Kingdom. Fog is rare except on the hills, and dense fog, with visibility of only a few yards, does not occur. The rainfall at Stanley is about 25 inches, spread fairly evenly throughout the year, with a maximum in summer (December and January) and a minimum in early spring (September and October). The number of days with rain is high throughout the year (16–21 days per month) Snow falls on about 50 days during the year and has been recorded in every month. Snowfalls are, however, light and soon melt. The wettest year on record was 1911, when 37 inches of rain were measured. The driest year was 1960, with only 19·4 inches.

The prevailing winds are westerly. More than two-thirds of the winds blow from the quadrant between south-west and north-west. There is little seasonal variation in wind direction or speed, and the mean speed is quite high at around 17 m.p.h. Gales are recorded on an average of about four occasions per month, but storm force winds and gusts in excess of 70 m.p.h. are almost unknown; calm conditions occur more frequently than do gales. It is noticeable that most newcomers to the Falklands, who have read in advance the statistics of the climate, are favourably impressed by the weather as experienced in these islands.

The cool, windy climate has prevented natural tree-growth. The natural vegetation of the Falkland Islands is a grassland with certain species of heath and dwarf shrubs, which form plant com-

munities similar to the moorland vegetation of upland Britain. The monotonous succession of arenaceous and argillaceous sedimentary rocks, with the absence of limestone, is reflected in the uniformity of the sub-soil type. The top-soil is generally peaty, though the thickness of the peat horizon may vary from less than one inch to more than fifteen feet. Much of the uplands are comparatively bare of vegetation, comprising eroded peat, scree and stone runs.

The grasslands of the Falkland Islands represent the sole natural resource which has proved capable of economic exploitation throughout the entire history of colonisation. Following the first settlement by the French in 1764, cattle ran wild on East Falkland. By 1840, the number of wild cattle had reached some figure between 50,000 and 100,000 and appeared to be increasing rapidly despite the large numbers killed annually. During the early years of the colony, the export of hides represented the principal economic activity. Within ten years, however, sheep began to replace the wild cattle which were systematically slaughtered until, by 1880, they had been virtually exterminated. During the last 30 years of the nineteenth century, sheep-farming developed rapidly. Between 1893 and 1899, there were more than 750,000 sheep in the islands. This appears to have been a greater number than the pastures could support by the methods of large-scale ranching which have always been employed. After 1898 there was a decline in the number of sheep but this has levelled off. In recent years there has been an increase in wool production.

Little precise information was available until 1938-39 when the islands were first examined by a competent ecologist; the results of this work showed that the major subdivisions of the grasslands are composed of comparatively few species which have any significant nutritional value. Pasture improvement experiments are at present being carried out by several farms on East and West Falkland.

The Director of the Hill Farming Research Organisation in Scotland visited the islands during 1960-61 in connection with improvement to the pastures and to the sheep industry generally.

WILD LIFE

The Falkland Islands have a fascinating and perhaps unique collection of wild life still to be found in completely unspoiled areas of natural landscape.

The deep waters of the South Atlantic which surround these islands are rich in marine life, supplying vast quantities of food for a variety of species breeding within the archipelago.

One of the most abundant of marine creatures, krill, a shrimp-like

creature, is the key link in the main food chain. Feeding directly on the one-celled plants of the sea, diatoms, the krill in turn supports not only fish and seals but countless thousands of penguins and other sea-birds, including the black-browed albatross.

Over half the islands' breeding birds are largely dependent on the sea for food. Species include the grey-backed storm petrel, sooty shearwater, thin-billed prion, diving petrel and the king shag.

Penguins are perhaps the most striking feature of bird life in the Falkland Islands. Three main species are found breeding, namely the rockhopper penguin, Magellan or jackass penguin, and the Gentoo penguin. Two other species, the macaroni penguin and king penguin are comparatively rare; the latter is slowly re-establishing small breeding colonies.

Around the coasts the territories of the Falkland flightless steamer duck or logger duck (*Tachyeres brachypterus*) are contiguous, with the kelp goose (*Chloephaga hybrida*) present at frequent intervals. Oystercatchers, night heron, plover and several species of gull feed along the shore. Terns, white-rumped sandpipers, sheathbills and skuas are summer visitors.

In places where there are fresh water ponds, especially near the coast, the upland goose (*Chloephaga picta leucoptera*) and ruddy-headed goose have contributed to the formation of fine green grass by continued cropping. In such areas a variety of bird life can be found. The two previously mentioned species are common and may be seen in fairly large groups in selected areas. Yellow-billed teal, Chiloe widgeon, Rolland's grebe and crested duck frequent such areas.

Inland, the ground is covered by low shrubs, coarse grasses and ferns, with lichen-covered outcrops breaking the landscape. In such areas the more common species of bird are the military starling, a handsome bird, the male having a brilliant scarlet breast, the black-throated finch, the Falkland pipit and the ground tyrant. Predators are Cassin's falcon, the carancho and the red-backed buzzard.

In sharp contrast to the main islands many of the small offshore islands which make up the archipelago are covered in tussac grass. This giant grass forms a base which often measures two to three feet in diameter and three to four feet in height. On top of this base, the tussac throws up its stems and narrow leaves, the complete plant often reaching a height of seven or eight feet. Of the 60 different species of bird known to breed in the Falkland Islands, 30 can be found nesting on tussac islands. Species of petrels nest in burrows below and in the tussac bases, while two species of wren, a Falkland thrush, and tussac bird (*Cinclodes antarctica*) are common on many of these islands.

The value of tussac islands for the future preservation of our wild

life is considerable and in view of this a number of such islands are now protected by a Nature Reserves Ordinance and a Wild Animals and Birds Protection Ordinance.

There are now no known indigenous land mammals in the islands. Formerly there was a wild fox, known as the "warrah", a species peculiar to the Falklands, but it has become extinct, the last known specimen being killed on West Falkland in 1876. Mice, rats, rabbits, hares and on certain islands foxes of a Patagonian species and guanaco occur, all having probably been introduced by man in the last century.

Amphibious marine mammals are represented by seal, which are to be found in many of the more isolated coastal areas.

The southern sea lion is still perhaps the most abundant of the three major species breeding in the Falklands. Forming breeding colonies of between twenty and perhaps as many as three hundred animals, the sea lion occupies sites on rocky foreshores of the main islands and many of the smaller offshore tussac islands.

Except in a few comparatively inaccessible areas, the fur seal is rarely seen. This small seal, which came close to being killed out in these waters by the early sealers, is now probably fairly well established again at the four or five colonies known to exist in the archipelago; it might however still be classed as an uncommon species.

The elephant seal represents the one other species of seal found breeding in the islands. This huge seal (males can attain the length of twenty feet and weigh over three tons) is to be found in small groups in many areas of the Falklands. Not being agile on land, the species prefers sand or shingle beaches on which to breed. While elephant seal are a fairly usual sight on the coasts, it is doubtful if their total population figure would approach that of either of the two previously mentioned species.

Occasionally the less common leopard seal is to be seen on Falkland beaches, although it is not known to breed here. A carnivore, this seal preys on a variety of species including penguins and other seal.

Of the true marine mammals to be seen in Falkland waters, Peale's porpoise and Commerson's dolphin are perhaps the most common species.

Whales are now unfortunately a rare sight, although stranded specimens of bottle-nosed whale, Cuvier's beaked whale, strap toothed whale and sperm whale have all been discovered on the shores.

POPULATION, LAND TENURE AND ECONOMY

The population is almost entirely of British origin, with a very small admixture of Scandinavian and Latin American blood. The first

settlers, some of whose descendants still live in the Colony, began to arrive during the uneasy years which followed the establishment of the Colony in 1833. During the remainder of the nineteenth century the population increased until it had reached about 2,000 in 1900. During the whole of the twentieth century, the population has fluctuated between 2,000 and 2,300. This unique condition of an almost static population may be accounted for by the fact that, owing to the limited economic opportunities, emigration from the islands has practically balanced the natural increases throughout the period.

During the early development of the Colony, great emphasis was laid upon its strategic position, both as a naval base and as a port of call for ships rounding Cape Horn. In consequence, the development of the land was largely neglected and no proper system of land tenure was ever devised. The Falkland Islands are unique among the colonies in that the freehold title to all the land, save a few thousand acres, was sold without any proper survey. The land on East Falkland was taken up first and most of it was sold by 1860. Colonisation of West Falkland began in 1867 and, within two years, virtually the whole of the land had been sold. The land thus acquired was converted into large sheep farms. Today, the Falkland Islands Company owns about half the entire area of the Colony. Extensive ranching of sheep for wool represents in fact the sole economy of the islands.

From time to time, attempts have been made to exploit other natural resources or to diversify the ranching economy but all these have ultimately failed. During the late nineteenth century, Stanley was an important revictualling port with a primitive ship-repairing industry. These activities began to dwindle after steamships started to replace sailing ships and finally died when the opening of the Panama Canal diverted shipping from the Cape Horn route. Sealing had been carried out sporadically since the earliest days of settlement in the islands, but since the wholesale destruction of the valuable Southern fur seal in the early years of the nineteenth century, the other, oil-producing species of seal have had less economic importance. The last attempt at commercial sealing was made by the Colonial Development Corporation, but survived for only three seasons. An effort was made to establish a meat freezing plant at Ajax Bay, East Falkland, but this project, also assisted by funds from the Colonial Development Corporation, was discontinued in 1955 and the plant was put up for sale. Whaling was carried out for a few years before the first World War, when a shore factory was built on New Island, West Falkland. This was always subsidiary to the greater activity at South Georgia, whither the company moved in 1916.

SETTLEMENT AND COMMUNICATIONS

The capital of the Colony is Stanley and about half the total population live there. The only other settlement of any size is Goose Green in Lafonia, with a population of about 100. The other settlements are sheep stations. The site of Stanley was originally selected because it had special advantages of accessibility and protection for sailing vessels. Today, its peripheral situation, near the north-east corner of the islands, is a disadvantage because many farms are remote from this site. The outlying settlements lie close to navigable water to facilitate the shipment of wool.

While there are motor roads in Stanley rough tracks negotiable by Land Rover-type vehicles and motor cycles connect most of the sheep stations. A growing number of Land Rovers, jeeps and motor cycles has recently become a feature of camp life. The bulk of heavy supplies is transported by sea; light goods, passengers and mail are carried by air. The introduction of an internal air service in 1949 has done much to reduce the isolation of many of the outlying farms.

Communications with the rest of the world were largely confined to the voyages made about twelve times each year to Montevideo in Uruguay by R.M.S. Darwin, owned by Darwin Shipping Company Limited, a subsidiary of the Falkland Islands Company. This ship was, however, withdrawn from service in December 1971 and the sea-link with Uruguay severed. Sea communications will, in the future, be through ports in the Argentine Republic. Unscheduled flights by Albatross amphibian aircraft of the Argentine Air Force took place several times during 1971, linking Stanley with Comodora Rivadavia (Argentina). Regular international flights, using the same route as these unscheduled flights, are expected to commence in January 1972.

Chapter 2: History

THE sixteenth century saw the adventurers and discoverers from the leading countries of Western Europe sailing further and further south. By the time Drake circumnavigated the globe in 1577–80 the existence of the eastern coast of South America might be said to have been common knowledge to the cartographers of the time. Even so it was not until shortly before the turn of the century that the group of islands now known as the Falkland Islands was sighted for the first time.

The history of the Falkland Islands begins with the second voyage of Sir Thomas Cavendish whose expedition sailed from England in 1591. Nine months after starting, the ship *Desire*, captained by John Davis, was driven off course in “a sore storme”.¹ Fortunately for Davis his ship was “driven in among certaine isles never before discovered lying fiftie leagues or better from the ashore east and northerly from the streights.”¹ The Falkland Islands were thus first sighted on the 14th August 1592.

Following the initial discovery by Davis, history records other early navigators sighting the islands, including Sir Richard Hawkins in February 1594, who wrote: “The lande, for that it was discovered in the raigne of Queene Elizabeth my soveraigne lady and mistress, and a maiden Queene, and at my cost and adventure, in a perpetual memory of her chastitie, and remembrance of my endeavours, I gave it the name of Hawkin’s Maidenland”.²

Sebald de Weert, a Dutchman travelling northwards up the Patagonian coast on his way home, sighted the north-western part of the Falklands in January 1600 and called the three islands he saw the Sebald Islands but the name did not persist and these islands are now known as the Jason Islands.

Ninety-eight years after Davis first sighted the islands, Captain John Strong of the *Welfare* made the first recorded landing on 27th January 1690. Strong gave the name Falkland to the Sound between the two principal islands—“Falkland Sound as I named it”³—though it was not long before that name was applied to the group of islands as a whole. Strong named the Sound after Viscount Falkland, Treasurer of the Navy.

Visitors to the Falklands became more frequent as the years went by and it was the French who were in the fore-front. Indeed the French called the islands “isles Malouines” after the seaport St. Malo from which port many of the French seafarers sailed. The Frenchman Jacques Gouin de Beauchene discovered the small island, now a wild animal and bird sanctuary, known as Beauchene Island, which lies south of the East Falkland.

French interest in the Falklands or “Les Malouines” developed to the extent that in 1764 Louis Antoine de Bougainville founded a French colony on East Falkland. Bougainville’s inspiration to colonize the Falkland Islands followed the defeat of Montcalm and the French in Canada and the subsequent loss of that colony.

1. A. H. Markham, “The Voyages and Works of John Davis”. 1880, pp. 107–9.

2. “The Observations of Richard Hawkins, Knight, in his voyage into the South Seas, 1593”. 1622.

3. Captain Strong’s log book.

Bougainville's expedition left St. Malo on the 8th September 1763, and on the 31st January 1764, sighted the islands. The site for the first settlement was duly chosen at the west end of Berkeley Sound and work started on the construction of Fort St. Louis.

While the French were thus occupied, a British expedition under Commodore John Byron was being prepared "to locate and claim Pepys' and Falkland's Islands",¹ and the vessels duly arrived in the Falklands on the 12th January 1765 and with due ceremony claimed them for King George III. Although Commodore Byron did not find Pepys' Island he did land on Saunders Island and there discovered "one of the finest harbours in the World. I named it after your lordship."² The name he gave to the harbour was Port Egmont, after the First Lord of the Admiralty, John Percival, second Earl of Egmont. Commodore Byron reported to the Admiralty that "I coasted the islands for 70 leagues and saw no evidence of any one being there".³

The Admiralty was now keen to occupy the islands "undoubtedly the key to the whole Pacific Ocean",⁴ and soon despatched Captain John Macbride "to complete the settlement begun last year and erect a blockhouse for the defence of the said settlement."⁵ Macbride arrived at Port Egmont in January 1766 and in December of that year, whilst circumnavigating the islands, discovered the French settlement in Berkeley Sound. He presented the French with formal notices to quit the islands, inspected the settlement (and was indeed impressed with what he saw), and returned to Port Egmont. By March 1767 Macbride was in England presenting his report to the Admiralty.

However, before Captain Macbride had even come upon the French settlement, it had in fact been signed over to Spain. On the 3rd October 1766 France relinquished her claim in return for a £24,000 indemnity from Spain and Port Louis became Puerto de la Soledad.

Endeavours to induce the British to withdraw were more protracted and eventually orders were sent for their expulsion by force. On the 4th June 1770, a Spanish frigate entered Port Egmont and two days later four more Spanish ships anchored opposite the settlement. The British vessel was a sloop-of-war, the *Favourite*, and the only fortifications a block-house and a mud battery mounting four-pounders. The British captain, playing for time, wrote to the Spanish

1. Letter from Capt. Byron to the Earl of Egmont, 24th Feb. 1765.

2. Ibid.

3. Ibid.

4. Letter from the Earl of Egmont to the Duke of Grafton, 20th July 1765.

5. Secret instructions to Captain Macbride, 29th September 1765.

commodore, requesting him to depart as soon as he had obtained "necessary refreshments." In a brief reply the Spaniard stated that he had come with a very large force, comprising 1,400 men, besides the crews of his vessels, and an ample supply of ammunition and artillery, and his orders were to expel the British occupants. The latter then had no other course but to capitulate, the Spanish troops coming ashore on the 10th June 1770. The British settlers were embarked on board the *Favourite* and sailed on the 14th June, reaching England on the 24th September.

The Spanish action brought the two countries on the verge of war but fortunately the negotiations with Spain brought a peaceful settlement to the issue and in February 1771 Port Egmont was restored to Britain. Possession was resumed on the 16th September of that year and until April 1774 the settlement underwent considerable development. In May 1774, however, the British closed their establishment at Port Egmont as it was considered to be "neither more nor less than a small part of an uneconomical naval regulation."¹ Before he set sail in the *Endeavour* on the 21st May 1774, Lieutenant Clayton, commander at Port Egmont, fixed the following inscription engraved in lead to the door of the block-house:

"BE IT KNOWN TO ALL NATIONS That Falkland Islands with this Fort, the Stonehouse, Wharfs and Harbours, Bays and Creeks thereunto belonging are the Sole Right and Property of His Most Sacred Majesty, George the Third, King of Great Britain, France, and Ireland, Defender of the Faith, etc. In witness whereof this plate is set up, and His Britannic Majesty's colours left flying as a mark of possession.

by S. W. Clayton
Commanding Officer at Falkland Islands
A.D. 1774"

For the rest of the century and the early part of the nineteenth Spain maintained her settlement at Soledad. During this time Port Egmont remained deserted except for occasional visits by sealing and whaling vessels from England and North America.

In June 1806 the Spanish Governor Martinez abandoned Soledad on hearing that Buenos Aires was in the hands of the English General, Beresford. At this point Spanish jurisdiction over the Falkland Islands ended. On the 9th July 1816, by the Declaration of Independence, the United Provinces of the Rio de la Plata came into being. The United Provinces claimed to succeed Spain in sovereignty

i. Letter from Rochford to the Duke of Grafton, 11th February 1774.

over the Falklands but for the next ten years the new state was too preoccupied to pay attention to distant lands.

The United Provinces finally took possession at Soledad on the 9th November 1820 when Colonel Jewitt of the United Provinces Marine arrived there. The newly created Argentine Republic showed interest in the Falkland Islands in 1826 when Louis Vernet revived the settlement at Soledad. Vernet, of French birth, a merchant of Hamburg, developed business interest in the Falklands over the next few years dealing mainly in salted fish, cattle and skins. In June 1828 Vernet was made governor by the Buenos Aires authorities.

Following Vernet's seizure, in August 1831, of three United States schooners, he was recalled to Buenos Aires and never returned to the Falklands. The American warship *Lexington*, commanded by Captain Duncan, sought reprisals for the seizure of the United States vessels and destroyed the small fort at Soledad before retaking the seized ships.

In 1832 the British Government reasserted its sovereignty by sending out His Majesty's Ship *Clio* under the command of Captain Onslow. On reaching Soledad (Port Louis), Onslow found a detachment of 50 Argentine soldiers and their schooner *Sarandi* commanded by Don Jose Maria Pinedo. Pinedo was duly informed of Captain Onslow's mission—"I have received directions to exercise the rights of sovereignty over these islands",¹ and given orders to quit. The British flag was raised immediately and on the 5th January 1833, the Argentine force sailed for Buenos Aires. Captain Onslow himself sailed within the next two days and left the settlement in the charge of Mathew Brisbane, Vernet's agent, and William Dickson, Vernet's storekeeper. Thus the Colony was established in January 1833.

Apart from a handful of settlers, the remainder of the inhabitants of Port Louis consisted of sealers and whalers of various nationalities, Indian convicts left by Vernet and gauchos. It was against this background that on the 26th August 1833, without warning and for no tangible reason, Mathew Brisbane and William Dickson were murdered in the most brutal fashion. Brisbane lies buried in the cemetery at Port Louis where his grave is cared for and honoured.

The murderers, three gauchos and six Indians, made off into the camp and remained at large until Lieutenant Henry Smith, R.N., captured them in early March 1834. Lieutenant Smith was in charge of the establishment at Port Louis and was succeeded as such by other naval officers until a civil administration was formed under Lieutenant R. C. Moody, R.E., in 1841.

1. Letter from Captain Onslow to Pinedo, 3rd January 1833.

Governor Moody laid out a township at Port Louis which he named Anson but in 1843 he removed to Stanley, the present capital with an excellent harbour leading off Port William.

In a despatch of the 14th April 1842, he wrote "The geographical position of the islands is so convenient, the numerous harbours in them so excellent, especially the most leeward one, Port William, that the advantages they could be made to afford to shipping in these seas has never failed to strike all persons who have given their attention to the subject, commencing with Lord Anson, the first person that appears to have drawn the public attention to the great value of this portion of the British Dominions.

"The fear of the difficulty of making these islands, arising from long-established prejudices and want of good charts, is now fast dying away. The admirable nautical chart commenced by Captain Fitzroy, and continued by Lieutenants Sullivan and Roberts, R.N., now affords the means of acquaintance with these islands not surpassed by that of any ports or harbours in the world.

"One objection that masters of vessels make to call in, is the delay in beating up Berkeley Sound to the present seat of Government, the prevailing winds being westerly, and generally strong. The same objection does not apply to Port William, which is easier of access and egress at all times, and a few tacks would bring any vessel to a secure and convenient anchorage".

At the beginning life was difficult but further settlers and fresh capital were gradually attracted by the possibilities of the new Colony and in 1846 that part of the East Falkland Islands lying south of the isthmus at Darwin was conceded by sale to Samuel Lafone of Montevideo. Lafone, however, did not long continue to farm the property on his own account and in 1851 transferred it to the Falkland Islands Company, which was incorporated by charter in that same year. Since that time the Falkland Islands Company has acquired extensive tracts of land throughout the Colony and carries on business as shipping agents and general merchants in Stanley.

The first Legislative Council for the Colony was set up during Governor Moody's term of office. It consisted of four members, one of whom was an unofficial, who was the Colonial Chaplain and Governor Moody's brother. Although the Legislature retained an official majority for many years, unofficials, most of whom were farmers, played an import part in its deliberations.

In 1849 the small garrison, composed of Sappers, which had been maintained in the Colony was replaced by a garrison of Royal Marines, 25 in number and all married. In 1855 the South American Missionary Society founded a training settlement for Indians from Tierra del Fuego on Keppel Island. The missionary settlement

existed until 1898 when the last of the converts were repatriated to Tierra del Fuego. Bishop Stirling, who was consecrated the first Bishop of the Falkland Islands in 1869, came out to Keppel Island as Superintendent of the settlement in 1862.

In February 1871, the Duke of Edinburgh visited the islands and in January 1881, Prince George (later King George V) entered Port William, together with his brother Prince Albert Victor, on board H.M.S. *Bacchante*, but was prevented from landing by the receipt of sudden orders to proceed to the Cape of Good Hope.

The early industry of the Colony was exploitation, mainly for their hides, of the wild cattle running freely over the East Falkland Island. These wild cattle were descended from the cattle introduced by de Bougainville; they were considered the property of the Crown and their slaughter was subject to licences issued by the Governor.

Sheep-farming was first attempted by the brothers Whittington on the East Falkland where by the year 1860 a considerable number of sheep was being run. During the succeeding decade a start was also made on the West Falkland. Between the years 1870 and 1880 a definite change-over from cattle to sheep took place and subsequently most of the wild cattle were killed off. They are not however extinct and a few still exist.

A period of steady prosperity followed and in 1885 the Colony became self-supporting. Wireless communication with the outside world was opened in 1912. On 8th December 1914 the Falkland Islands were the scene of Sturdee's brilliant naval victory over Graf von Spee. The 8th December has been adopted as a national day and is celebrated yearly by religious services and a public holiday. The battle is commemorated by a handsome memorial overlooking Port Stanley.

When war was declared in 1939 the Falkland Islands Defence Force was mobilised for the defence of the Colony which once again proved its value as a naval base. After the battle of the River Plate the British cruisers returned to Stanley to land the wounded who were cared for in the local hospital for several weeks. As German raiders disappeared from the seas the naval activity diminished greatly. The area to the south of the River Plate was devoid of shipping and perhaps too remote for submarine warfare. In 1942 following the outbreak of war with Japan, a garrison of British troops arrived in Stanley amounting in all to some 2,000 officers and men. The presence of such a large contingent severely strained the facilities of the town but despite all inconveniences, including the evacuation of school children, characteristic Falkland Islands hospitality was displayed. By 1945 the garrison had been withdrawn. During the war the Colony and dependencies made gifts of over £70,000 to the

United Kingdom as a war contribution, including some £20,000 for war charities. Ten spitfire aircraft were purchased with money voted by the Legislative Council in 1940 and these aircraft flew into action bearing the name "Falkland Islands". Despite limited manpower, over 150 of the Colony's young men and women served in the armed forces, merchant navy, nursing services and the land army in the United Kingdom. After the war some of them elected to stay there.

In 1944 the Stanley Town Hall was accidentally burned to the ground. Its fine public hall played a very important part in social life, so that the loss of it was a blow to the whole community. The building also contained the public library, the museum and certain Government offices.

After the war considerable development took place. The King Edward VII Memorial Hospital was extended by the opening of the Churchill wing, the Secretariat was enlarged and a new Town Hall was built. A large freezing plant for Falkland Islands mutton was constructed at Ajax Bay but unfortunately the high cost of administration and export made Falkland Islands mutton too expensive for overseas markets and the freezer was eventually closed down. An internal air service was opened with a single land aircraft. Experience soon showed that sea-planes were of more value and since 1953 Beaver floatplanes have given remarkable service in and around the islands.

The Falkland Islands Company Limited built a new steamship, the R.M.S. *Darwin*, which together with chartered ships has kept the Colony supplied with all its needs.

In January 1957, after an interval of some 70 years, the Falkland Islands were again visited by a member of the Royal Family, when His Royal Highness The Duke of Edinburgh spent three days in the Colony.

Life in the islands, though hampered by the lack of an external air service and the absence of a major port on the South American coast nearer than one thousand miles away, remains attractive to many people. The sheep farming industry, which throughout the years has provided the basis for the economy, has seen many changes: a greater use of machinery, an extended programme of fencing and seeding and better management of sheep and pastures.

Chapter 3: Administration

AT the head of the government is the Governor and Commander-in-Chief who is advised by the Executive Council.

By Order in Council dated 2nd September 1964, the constitutions of both the Executive and Legislative Councils were altered to allow for a clear unofficial majority.

The Executive Council consists of the Governor; the Colonial Secretary and the Colonial Treasurer, both *ex officio*; two Unofficial Members (known as Appointed Members) and two Elected Members, elected by the Elected and Nominated Independent Members of Legislative Council from among the Elected Members of that Council.

The Legislative Council consists of the Governor as president, the Colonial Secretary and Colonial Treasurer as *ex officio* members, two Elected Members representing the Stanley constituency, two Elected Members representing the East and West Falkland constituencies respectively, and two Nominated Independent Members.

Local Government in the territory is confined to Stanley where there is a Town Council consisting of six elected members and three members nominated by the Governor. Members of the Town Council elect one of their number annually as chairman. Town Council elections are held biennially.

Chapter 4: Weights and Measures

IMPERIAL weights and measures are in general use.

Chapter 5: Reading List

- ADIE, R. J. *New Evidence of Sea Level Changes in the Falkland Islands*. London, Falkland Island Dependencies Survey Report No. 9, 1953.
- ALLARDYCE, Sir W. L. *A Short History of the Falkland Islands*. Letchworth, Garden City Press, 1909.
- BAKER, H. A. *Final Report on Geological Investigations in the Falkland Islands, 1920–2*. Stanley, Government Printer, 1924.
- BOUMPHREY, R. S. *Place Names of the Falkland Islands*. The Durham University Journal, Vol. LV. No. 2, New Series, Vol. XXIV, No. 2, March, 1963, pp. 60–64.

- BOYSON, V. F. *The Falkland Islands*. Oxford, Clarendon Press, 1924.
- BROOKS, C. E. P. *The Climate and Weather of the Falkland Islands and South Georgia*. Stanley, Government Printers, 1923. Reprinted from Meteorological Office Geophysical Memoir No. 15, 1919.
- CAWKELL, M. B. R., MALING, D. H. and CAWKELL, E. M. *The Falkland Islands*. London, Macmillan, 1960.
- CHRISTIE, E. W. HUNTER. *The Antarctic Problem, an Historical and Political Study*. London, George Allen and Unwin, 1951.
- COBB, A. F. *Birds of the Falkland Islands*. London, Witherby, 1933.
- COBB, A. F. *Wild Life of the Falkland Islands*. London, Gowans, 1933.
- DAVIES, W. *The Grasslands of the Falkland Islands*. Stanley, Government Printer, 1939.
- DAWSON, J. C. *The Geology of the Bluff Cove Area*. Los Angeles, University of California, 1967.
- ELLIS, J. M. *The Falkland Islands: A Short Notice Prepared on the Occasion of the Centenary of the Colony*. Stanley, Government Printer, 1933.
- EVANS, H. R. *Plants which have flowered successfully in Gardens of the Falkland Islands*. Stanley, Government Printer, 1944.
- FARRERE, C. and CHACK, L. P. *La Bataille des Falklands*. Oxford University Press, 1928.
- GOEBEL, JULIUS, Jr. *The Struggle for the Falkland Islands*. New Haven, Yale University Press and London, Oxford University Press, 1927.
- GLASSEY, S. D. *Forecasting in the Falkland Islands and Dependencies*. Her Majesty's Stationery Office, 1961 (Great Britain Meteorological Office Scientific Papers No. 7)
- GRANT, B. S. H. *The Postage Stamps of the Falkland Islands and Dependencies*. London, Stanley Gibbons Ltd., 1952.
- GROUSSAC, PAUL. *Les Iles Malouines*. Buenos Aires, Imprimerie Coni Freres, 1910.
- GUILLEBAUD, C. W. *Report on an Economic Survey of the Falkland Islands*. Stanley, Government Printer, 1967.
- HICKLING, Vice Admiral HAROLD. *Sailor at Sea*. London, William Kimber, 1965.
- MACDONALD, FREDERICK C. *Bishop Stirling of the Falklands*. London, Seeley Service, 1929.

- MCKINNON, L. B. *Some Account of the Falkland Islands*. London, 1840.
- MCWHAN, W. F. *The Falkland Islands Today*. Stirling. Tract Enterprise, 1952.
- MELLERSH, H. E. L. *Fitzroy of the Beagle*. London, Rupert Hart-Davis, 1968.
- METFORD, J. C. J. *Falklands or Malvinas? The Background to the Dispute*. London, Royal Institute of International Affairs, Chatham House, 1968.
- MIDDLETON, Sir J. *Memorandum on Sheep Farming Industry in the Falkland Islands*. Stanley, Government Printer, 1924.
- MILLINGTON-DRAKE, Sir E. *The Drama of Graf Spee and the Battle of the Plate*. London, Peter Davis, 1964.
- MOORE, D. M. *The Vascular Flora of the Falkland Islands*. London, British Antarctic Survey, 1968.
- MOORHEAD, ALAN. *Darwin and the Beagle*. London, Hamish Hamilton, 1969.
- MUNRO, HUGH. *Report of an Investigation into the Conditions and Practice of Sheep Farming in the Falkland Islands*. Stanley, Government Printer, 1924.
- PAVISH, WOODBINE. *Account of East Falkland Island*. London Journal of the Royal Geographical Society, 1833.
- PENROSE, BERNARD. *An Account of the Last Expedition to Port Egmont*. London, Universal Magazine, April 1775.
- PEPPER, J. *Meteorology of the Falkland Islands and Dependencies, 1944-50*. London, Falkland Islands Dependencies Survey, 1954.
- PETTINGILL, ELEANOR R. *Penguin Summer*. London, Cassell, 1962.
- ROSS, Captain Sir JAMES CLARK, R.N. *A Voyage of Discovery and Research in the Southern and Antarctic Regions*. (2 vols.) London, John Murray, 1847.
- ST-JOHNSTON, T. R. *The Falkland Islands and Dependencies*. Stanley, Government Printer, 1920.
- SKOTTSBERG, C. A. *A Botanical Survey of the Falkland Islands*. Uppsala, 1913.
- SNOW, W. PARKER. *A Two Years Cruise off Tierra del Fuego, the Falkland Islands, Patagonia and the River Plate*. (2 vols.) London, Longman, 1857.
- STRANGE, I. J. *The Falkland Islands*. David and Charles, 1972.
- TAYLOR, M. S. *Focus on the Falkland Islands*. Robert Hale, 1971.

- THOMPSON, W. H. (Editor) *The Falkland Islands Journal*. Stanley, 1967 onwards.
- VALLENTIN, E. F. *Illustrations of the Flowering Plants and Ferns of the Falkland Islands*. London, Reeve, 1921.
- WAINWRIGHT, R. J. and BOTHAM, F. J. *Report on the Feasibility of Constructing an Airfield on the Cape Pembroke Peninsula*. London, Board of Trade, 1969.
- WANNOP, A. N. *Report on Visits to Falkland Islands Sheep Stations*. London, Department of Technical Co-operation, 1961.
- WEDDELL, JAMES. *A Voyage towards the South Pole*. London, Longman 1827.
- WHITINGTON, G. T. *The Falkland Islands*. London, Smith, Elder, 1840.

For bibliographies see Bryson: *The Falkland Islands* and Cawkell, Maling and Cawkell: *The Falkland Islands*, quoted above.

APPENDIX

Governor and Commander-in-Chief

E. G. Lewis, O.B.E.

Executive Council (as at 1st January 1971)

The Governor

The Hon. the Colonial Secretary (The Hon. J. A. Jones, O.B.E.)

The Hon. the Colonial Treasurer (The Hon. L. C. Gleadell, O.B.E., J.P.)

The Hon. A. G. Barton, C.B.E., J.P. (Appointed Member)

Major the Hon. R. V. Goss, E.D. (Elected Member)

The Hon. S. Miller, J.P. (Appointed Member)

The Hon. R. M. Pitaluga (Elected Member)

Legislative Council (as at 1st January 1971)

The Governor

The Hon. the Colonial Secretary (The Hon. J. A. Jones, O.B.E.)

The Hon. the Colonial Treasurer (The Hon. L. C. Gleadell, O.B.E., J.P.)

Major the Hon. R. V. Goss, E.D. (First Elected Member for Stanley)

The Hon. S. Miller, J.P. (Elected Member for West Falkland)

The Hon. Mrs. N. King (Second Elected Member for Stanley)

The Hon. R. M. Pitaluga (Elected Member for East Falkland)

The Hon. W. H. Clement, J.P. (Nominated Independent Member)

The Hon. R. W. Hills (Nominated Independent Member)

Clerk of Councils: Mr. H. L. Bound, M.B.E., J.P.

Biennial Report

The Dependencies

PART I

General Review of 1970 and 1971

THE Falkland Islands Dependencies comprise South Georgia, the South Sandwich Islands and the Shag and Clerke Rocks. Of these only South Georgia is permanently inhabited.

With the decline in whaling and the closure of all the shore-based processing plants the local administration of South Georgia was transferred to the British Antarctic Survey at the end of 1969.

During the early part of 1970 the Survey's main activity was the conversion of Shackleton House for use as living accommodation and scientific laboratories. A geophysical observatory was established towards the end of the year; this operation began with the installation of an ionosonde. The botanical programme initiated in 1968 as part of the International Biological Programme was continued and strengthened, and detailed geological mapping of the Barff Peninsula was begun.

In 1971 the geophysical programme was extended to include geomagnetic observations and surface meteorology. A marine zoological programme was initiated with a general Benthic survey of Cumberland Bay and in particular a comparative study of assimilation rates in selected Benthic crustacea. Population studies on the fur seal colony of Bird Island were started at the end of the year and a study of the introduced reindeer herds was begun. Geological parties were landed at Royal Bay late in 1971 to begin detailed mapping.

PART II

Chapter 1: Population

WITH the exception of one man who acted as caretaker at Grytviken in 1970, the only inhabitants of South Georgia were the employees of the British Antarctic Survey who wintered at King Edward Point during 1970 and 1971. These numbered respectively 10 and 13. There were no births, marriages or deaths.

Chapter 2: Occupations and Wages

THE Colonial Government and, subsequently, the British Antarctic Survey employed staff at current salary rates.

Chapter 3: Public Finance and Taxation

REVENUE for 1969–70 amounted to £22,383 of which £1,404 was received from Her Majesty's Government in the United Kingdom as a grant in aid.

Expenditure during 1969–70 was £20,006.

Revenue for 1970–71 amounted to £15,388.

Expenditure during 1970–71 was £9,988.

The general revenue balance at 30th June 1971 was a surplus of £10,949.

Taxation was the same as in the Falkland Islands.

Chapter 4: Currency and Banking

LEGAL tender consists of Falkland Islands Government currency notes of £5, £1, and 50p denominations and United Kingdom coinage.

There are no banks, but facilities were provided by the Administration for deposits in the Government Savings Bank at Stanley and for remitting funds abroad.

The dependency went over to the decimalised monetary system at the same time as the Falkland Islands.

Chapter 5: Commerce

THERE is no trade with South Georgia. The only items imported into the dependencies during the period under review were domestic provisions and equipment.

Chapter 6: Production

WITH the cessation of whaling and sealing there has been no production since 1965.

The following table shows production figures for the last three years in which shore factories operated. Seal oil has been included under the heading "Oil (Barrels)".

	<i>No. of companies operating</i>	<i>No. of whales</i>	<i>Oil (barrels)</i>	<i>Meat and bone meal (tons)</i>	<i>Frozen whale meat (tons)</i>	<i>Meat extract (tons)</i>
1963-64 .	2	1,024	40,334	2,135	3,994	32
1964-65 .	2	1,150	46,175	3,627	3,786	159
1965 .	1	222	9,964	920	2,658	51

Chapter 7: Social Services

HEALTH

South Georgia was free of all diseases during 1970 and 1971 and there was no outbreak of infection. The climate is healthy with pure air and water.

A Government doctor was stationed in the island until November 1969.

HOUSING

The excellent quarters at King Edward Point previously occupied by Government officials are now used to house personnel of the British Antarctic Survey base.

SOCIAL AMENITIES

During the summer there is ample opportunity for walking and climbing. Walks are somewhat restricted by the mountainous and broken nature of the country but can prove most rewarding for those interested in ornithology or photography. In winter time there is every inducement to become proficient at ski-ing as this is the only means of getting from place to place in the deep winter snow.

Recreational facilities, including a cinema projector, table tennis and billiard table, are provided in Shackleton House. There is also a hard tennis court.

Chapter 8: Legislation

LEGISLATION enacted for the Dependencies during the period under review included the following measures:

1970

Application of Colony Laws Ordinance, 1970, applying the following law to the dependencies:

The Administration of Justice (Amendment) Ordinance, 1969.

Application of Colony Laws (No. 2) Ordinance, 1970, applying the following laws to the dependencies:

The Administration of Justice (Amendment) Ordinance, 1970.

The Pensions (Amendment) Ordinance, 1970.

Appropriation (Dependencies) (1970-71) Ordinance, 1970, providing for the service between 1st July 1970 and 30th June 1971.

1971

Application of Colony Laws Ordinance, 1971, applying the following laws to the dependencies:

The Decimal Currency Ordinance, 1971.

The Income Tax (Amendment) Ordinance, 1971.

Appropriation (Dependencies) (1971-72) Ordinance, 1971, providing for the service between 1st July 1971 and 30th June 1972.

Chapter 9: Justice

UNTIL November 1969, when the Base Commander assumed this function, the Administrative Officer at South Georgia was also a magistrate, sitting at King Edward Point in the first instance. The Supreme Court and the Magistrate's Court in Stanley are common to the dependencies.

Chapter 10: Public Utilities

THERE are no public utilities. The whaling stations when operational were heated by steam from the main boilers. At other times heating was by electricity generated on the stations.

Most of the buildings at King Edward Point are centrally heated by individual oil fired boilers, the oil supply being piped to a gravity tank in each building from the main storage tank.

The capacity of the King Edward Point electric power station is 277 kW generating at 230/400 volts 50 cycles.

Chapter 11: Communications and Transport

THERE is no regular sea communication with South Georgia.

During the summer season mails and transport are provided by the British Antarctic Survey ships which call at South Georgia during their annual supply and relief tours of the British Antarctic Territory. Normally they make about four calls between November and April.

There is one port of entry, Grytviken.

A post office is maintained at King Edward Point. Stamp sales are augmented by philatelists' requests for franked covers. These form a substantial part of outgoing mails.

Regular schedules are worked by the Wireless Station at King Edward Point, the traffic passing through Stanley.

Chapter 12: Meteorological Services

METEOROLOGICAL services for the dependency of South Georgia were administered and financed by the Falkland Islands Dependencies Government until mid-November 1969 after which the administration and continuation of the surface meteorological station at Grytviken, South Georgia, was taken over and financed by the British Antarctic Survey. Reports were passed to the international network together with those of the Antarctic Station.

There were no other meteorological stations within the dependencies during the period of this review.

For details of the British Antarctic Meteorological Service see the British Antarctic Territory biennial reports published by Her Majesty's Stationery Office, London.

PART III

Chapter 1: Geography

THE Falkland Islands Dependencies were defined by Letters Patent of the 21st July 1908 and the 28th March 1917. They constituted that sector of the Antarctic Continent lying between the meridians 20° and 80° West Longitude, together with certain islands adjacent to the Antarctic mainland within this sector, and also the island of South Georgia and the South Sandwich, South Orkney and South Shetlands group. By an Order-in-Council which came into force on the 3rd March 1962, that part of the dependencies which lay south of 60° South latitude was constituted a separate territory under a High Commissioner, with the name of British Antarctic Territory. The Falkland Islands Dependencies now comprise South Georgia, the South Sandwich Islands, Shag Rocks and Clerke Rocks.

CLIMATE

The mean temperature of South Georgia varies between 42°F in February and 28°F in August, and about 60 inches of precipitation are recorded annually, much of which falls as snow.

PLANT AND ANIMAL LIFE

In South Georgia the climate is sufficiently temperate to support the growth of twenty species of hardy grass and other flowering plants. Reindeer have been introduced and thrive, having increased from 11 in 1909 to about 2,000 today. There are no other terrestrial mammals.

Most other forms of life are restricted to the open ocean and to the coastal waters. The sea itself is teeming with life from the smallest unicellular organisms at one end of the food chain to the largest mammals at the other. All forms either spend their whole existence in the sea or only come ashore to breed and moult, as do the birds and seals. The fauna of these seas is, on the whole, few in species but very rich in numbers.

Only the seals and whales have any economic value. The seals were first exploited in South Georgia a few years after the visit of Captain

Cook in 1775. The principal species were the southern fur seal which is only now beginning to return to some of the islands where it was most plentiful. The large oil-bearing elephant seal was exploited during the first half of the nineteenth century but recovered more quickly than the fur seal and has been taken under licence in South Georgia for more than 50 years. The other species of Antarctic seal are too solitary in their behaviour to warrant economic exploitation.

Five species of whale were common in these waters, but only two, the fin whale and the sei whale, could latterly be regarded as having any economic importance.

In recent years there has been no whaling industry. The rate of killing exceeded the reproduction and growth rates of these mammals for many years so that the stock is now depleted and individual specimens tend to be smaller than formerly, and exploitation has become unprofitable.

Chapter 2: History

SOUTH Georgia was sighted at least twice between 1675 and 1756, but the first landing was that of Captain James Cook in 1775. The South Sandwich Islands were also discovered by him during the same voyage. Thereafter, South Georgia was much visited by sealers of many nationalities, who reaped a rich harvest from the immense number of fur seals and elephant seals which frequented these shores. By 1815, the slaughter of seals had reached such proportions that sealers were beginning to look elsewhere for them.

Whaling began in the twentieth century and grew into a highly specialised industry. The principal development took place in 1903, when C.A. Larsen founded the first modern whaling company based upon a shore factory in South Georgia. The industry immediately prospered and continued to expand quickly up to and during the first World War. From the beginning, South Georgia was the most important centre of the industry and shore factories were operated at Grytviken, Leith Harbour, Stromness, Husvik, Godthul and Prince Olaf Harbour. During the last 30 years increasing use has been made of pelagic factory ships which can operate in open ocean throughout the whaling season.

During the early years of the second World War Norwegian whaling fleets operated in the Antarctic, although in January, 1941

a substantial part of the pelagic fleet was captured by the German armed surface raider *Pinguin*. At South Georgia one shore station managed to operate throughout the entire war.

After the second World War three shore stations were worked at South Georgia but between 1960 and 1963 all ceased operations. After the 1962/63 season Japanese companies re-established whaling operations in South Georgia. A consortium of three Japanese companies operating under the name International Fishery Company operated from Grytviken for the years 1963 and 1964; they did not return after the 1964 season. At Leith Harbour the Nippon Suisan Kaisha Ltd. operated during 1963–64 and up to December 1965 when they also closed down.

Chapter 3: Administration

THE Dependencies are subject to the authority of the Governor and his Executive Council, the former being empowered under the Letters Patent of 1948 to legislate for the Dependencies.

An Administrative Officer and an official staff were maintained at King Edward Point in South Georgia until November 1969 when the Base Commander of the British Antarctic Survey base there became magistrate for the area.

Chapter 4: Weights and Measures

IMPERIAL and metric weights and measures are in general use.

Chapter 5: Reading List

BENNET, A. G. *Whaling in the Antarctic*. London, Blackwood, 1931.

BRITISH ANTARCTIC SURVEY, Scientific Reports:

No. 7. *The Geology of South Georgia*–I. By A. F. Trendall, 1953, 47½p.

- No. 14. *The Brown Skua of South Georgia*. By B. Stonehouse, 1956, 50p.
- No. 19. *The Geology of South Georgia—II*. By A. F. Trendall, 1959, £1.25.
- No. 22. *Introduced Reindeer of South Georgia*. By W. N. Bonner, 1958, 35p.
- No. 23. *The King Penguin of South Georgia—I. Breeding Behaviour and Development*. By B. Stonehouse, 1960, £1.25.
- No. 45. *The Vascular Flora of South Georgia*. By S. W. Greene, 1964, £1.60.
- No. 70. *Geomorphology of the Stromness Bay, Cumberland Bay Area, South Georgia*. By C. M. Clapperton, 1971, £1.75.
(Obtainable from British Antarctic Survey, 30 Gillingham Street, London, S.W.1. and from Her Majesty's Stationery Office.)
- BYRON, JOHN. *Byron's Journal of His Circumnavigation, 1764–1766*. Cambridge. The University Press for the Hakluyt Society, 1964. (Hakluyt Society, Second Series, No. CXXII.)
- CARSE, DUNCAN. "The Survey of South Georgia", *Geographical Journal*, Vol. 125, part 1, March 1959, pp 20–37.
- COOK, JAMES. *A Voyage towards the South Pole and Round the World*. London, third edition, 1779.
- DOWN, S. H. *Observations on the birds of South Georgia*. London, Smugglers Press, 1967.
- Falkland Islands Journal*. January 1967–1971—Port Stanley, Government Press.
- FISHER, M. and FISHER, JAMES. *Shackleton*. London, Barrie, 1957.
- LANSING, A. *Shackleton's Valiant Voyage*. London, University of London Press, 1963.
- LILLIE, H. R. *The Path through Penguin City*. London, Benn, 1955.
- MATHEWS, L. H. *South Georgia: The British Empire's Sub-Antarctic Outpost*. London, Simpkin Marshall, 1931.
- MORLEY, F. V. and HODGSON, J. S. *Whaling North and South*. London, 1927.
- MURPHY, R. CUSHMAN. *Logbook for Grace*. London, Hale, 1948.
- RANKIN NIALL. *Antarctic Isle*. London, Collins, 1951.
- ROBERTSON, R. B. *Of Whales and Men*. New York, Knopf., 1954.

SHACKLETON, Sir ERNEST. *South: The Story of Shackleton's Last Expedition, 1914-1917*, London, Heinemann, 1919.

SUTTON, GEORGE. *Glacier Isle: The official account of the British South Georgia Expedition, 1954-55*. Chatto and Windus, 1957.

WILL, FRANK. *Shackleton's Last Voyage*. London, Cassell, 1923.

WORSLEY, F. A. *Endurance: An Epic of Polar Adventure*. London, Philip Allan, 1931.

WORSLEY, F. A. *Shackleton's Boat Journey*. London, Philip Allan, 1933.

FALKLAND ISLANDS



FALKLAND ISLANDS, SOUTH GEORGIA,
SOUTH SANDWICH ISLANDS AND BRITISH ANTARCTIC TERRITORY



Other Publications in the Series

ANNUAL REPORTS

BERMUDA
BR. SOLOMON IS.
BR. VIRGIN IS.

GIBRALTAR
GILBERT AND
ELLICE IS.
HONG KONG

BIENNIAL REPORTS

FALKLAND IS.
NEW HEBRIDES

ST. HELENA
SEYCHELLES

QUINQUENNIAL REPORTS

CAYMAN ISLANDS

A standing order for selected Reports or for the complete series will be accepted by any one of the Bookshops of Her Majesty's Stationery Office at the addresses overleaf. A deposit of £3 (three pounds) should accompany standing orders for the complete series.

Orders may also be placed through booksellers



© Crown copyright 1973

Published for the Foreign and Commonwealth Office by
HER MAJESTY'S STATIONERY OFFICE

Government Bookshops

49 High Holborn, London WC1V 6HB
13a Castle Street, Edinburgh EH2 3AR
109 St Mary Street, Cardiff CF1 1JW
Brazenose Street, Manchester M60 8AS
50 Fairfax Street, Bristol BS1 3DE
258 Broad Street, Birmingham B1 2HE
80 Chichester Street, Belfast BT1 4JY

*Government publications are also available
through booksellers*

SBN 11 580136 7